# Grand·Prix

## EUROPEAN GP

## INTERNATIONAL

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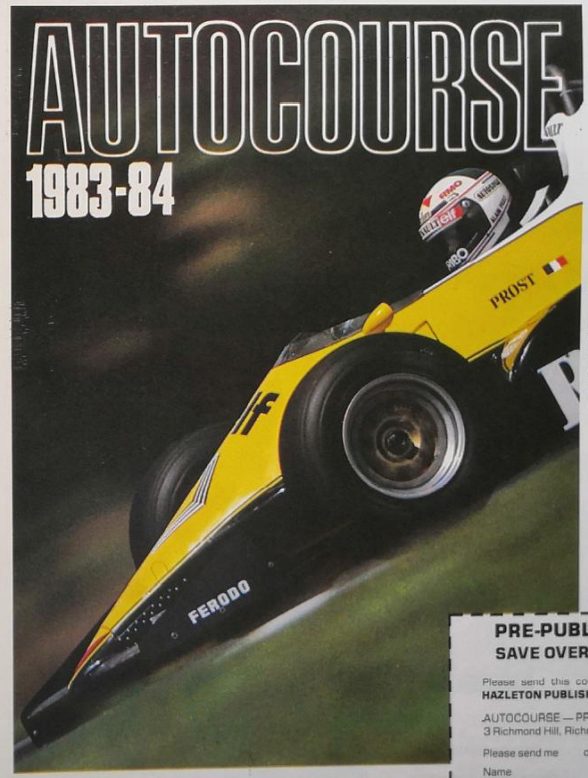


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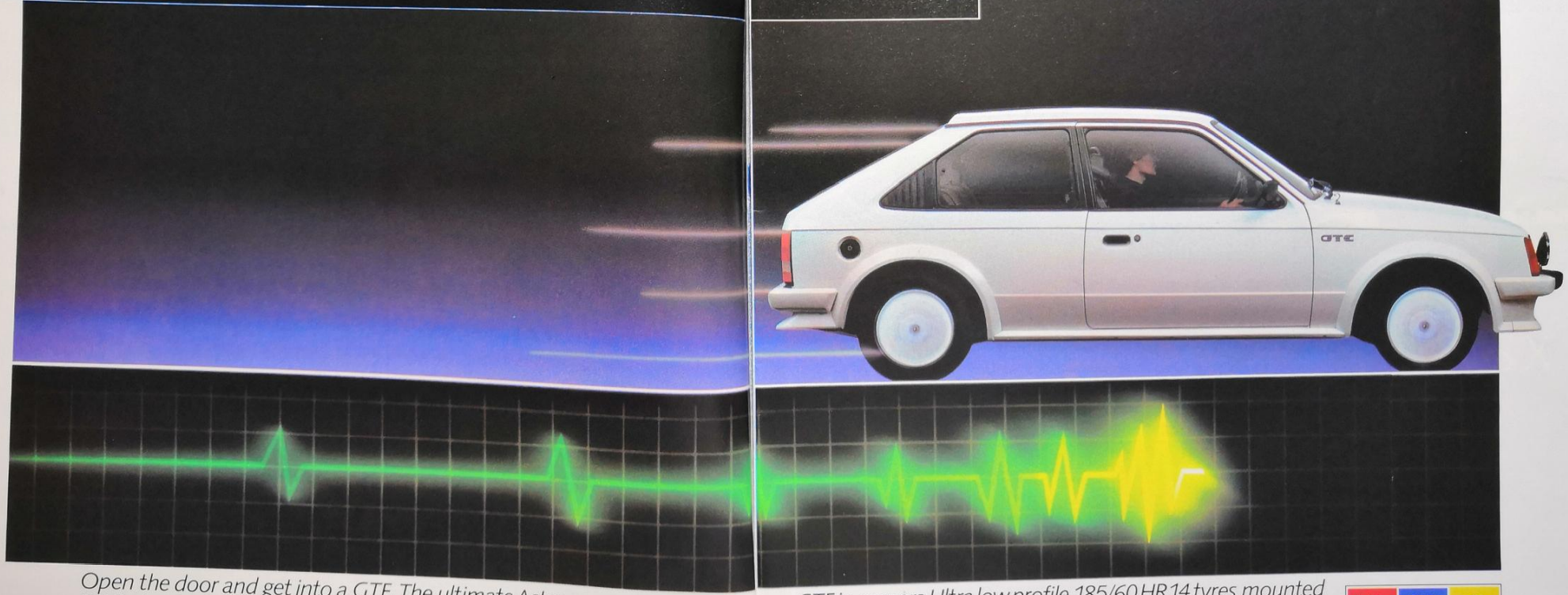


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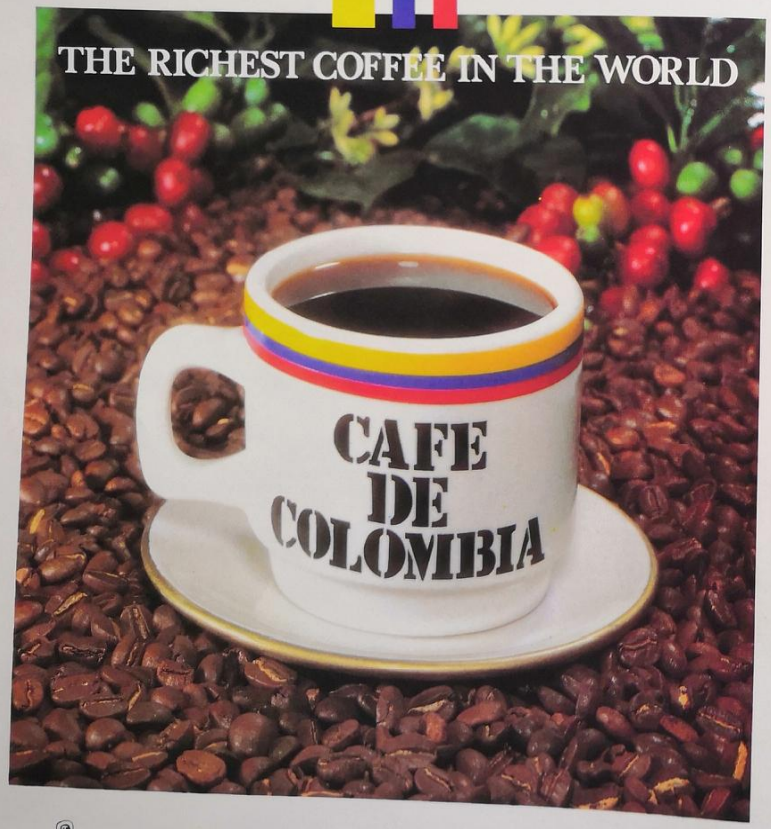


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*(Cover Photo: Asset)*


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*The world championship leader finished second at Brands Hatch and his rival won. Alain Prost and Nelson Piquet are oddly bound to each other. Henceforth, friendship and mutal respect are part of their relations. But at Kyalami, it will be each man for himself... Set against their friendly struggle are the chronicles of René Arnoux and Bruno Giacomelli, as well as Keke's column.*


**N° 72 (SOUTH AFRICA) WILL BE PUBLISHED ON 21 OCTOBER 1983**

# Grand·Prix INTERNATIONAL


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*Gérard Ducarouge had predicted that the Lotus-Renaults would be powerful contenders at Brands Hatch. De Angelis registered a brilliant pole position ahead of Patrese, while Mansell finished ahead of Piquet on the grid. Behind them, the Ferraris, despite various difficulties, gave the Renaults a severe setback.*

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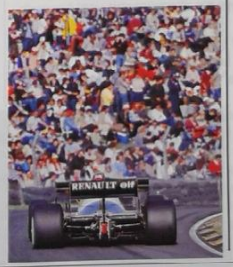

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*Many had thought to do so; we actually went to see Gunter Schmid, lord and master of ATS, on his own ground. Our aim was to pull back the veil from a man who is both unknown and of an execrable reputation. Is that reputation deserved? The answer is in our pages.*

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# The paddock in Brands Hatch

## A STREET CIRCUIT FOR SYDNEY?

Readers of these pages will be aware that Australia has been tipped several times for a world championship GP. Most of the impetus for this plan has been provided by ex-racing driver Bob Jane, the Melbourne businessman who has announced plans to expand his Calder Park circuit, 22 km from Melbourne, into a full GP facility.

Our man in Melbourne has now informed us that the expansion of Calder has run into problems with the local planning authority. But this delay is nothing in comparison with the reaction of FOCA's Bernard Ecclestone, who has said that he is only prepared to recommend a trip to Australia if the country's GP is run through the streets of Sydney, the spectacular bay-side capital of New South Wales.

To promote his plans, Ecclestone has engaged a local expert, Paul Dainty, who has experience of staging rock concerts and tennis tournaments in the city. Perhaps suprisingly, Mr Jane is understood to have fallen in with Ecclestone's idea, which would probably involve Jane's undoubted expertise in race organisation.

The negotiations have already taken up a considerable amount of time, as a result of which there is no date allotted to Australia on the provisional FISA calendar of events for 1984. However, the Australian "Grand Prix" for Formula Atlantic cars will take place on the Calder "club" circuit on November 13. As usual, Mr Jane is negotiating with top F1 drivers like Piquet, Prost and Laffite who have made the trip to his circuit for the AGP over the past three years.

## CHEZ FERRARI

That wily old bird Enzo Ferrari pulled off another of his spectacular coups after Brands Hatch. While the world was following the story (carefully put about by Marco Piccinini) that Ferrari were going to call Michele Alboreto on Tuesday night, the Commendatore chose to make his announcement on Monday. It is therefore now official that the much-coveted young Italian driver will join René Arnoux at Marenello for next season.

The odd man out is that perennial Prince Charming, Patrick Tambay. Of whom (which is not much consolation), Ferrari said: "We would like to thank Patrick Tambay for his intelligent collaboration with us, both as driver and as tester." To be called merely "intelligent" is something of a back-handed compliment to the man who kept Ferrari in the championship until Arnoux's extraordinary surge and who, whatever happens at Kyalami, will be among the first four in the championship itself.

Alboreto having heeded the call from God at Maranello, where does Tambay go? It would seem that Tambay would find a ready welcome at Renault. He's a graduate of the Renault-Elf racing "scholarship" and he's won races this year, which is more than can be said for Eddie Cheever in 1983. Sensing the gathering frost (the Régie has been very quiet about the tall American these past few weeks), Eddie has been chatting to TAG boss Mansour Ojjeh, a family friend, about the possibility of a place being made available for him in one of the McLarens powered by a TAG/Porsche turbo.

The joker in the pack remains Alan Jones. He was due to be at Zandvoort, then at Monza, and then at the Frankfurt show "to pick up a new 500 SEL Mercedes." Guy Ligier, with Renault engines and Antar (fuel/oil) money but no free Michelins, saw his future with Jones in 1984. He claims to have told the former champion that he can even afford the sort of salary which he might command, but our reports from Australia — complicated by Alan's habit of changing his private phone numbers — suggest that he's decided to stay on the farm, well away from racing, the once-hated Renault engines and the inevitable hassles of working with an ex-rugby man who is, if anything, even more irascible than himself.

## PLANS

An attention-grabbing motorsport front cover, published in the September 14 edition of the French-language Swiss weekly magazine *Illustré*, has been brought to our attention. It's a photo-montage using race pictures from Monaco superimposed over a background view of the Chateau d'Onchy near Lausanne, within sight of Lac Leman.

The object of the exercise is to draw attention to the municipality's hopes of having a genuine Swiss GP (the first in the country since 1954) on a yet to be chosen street circuit in the area.

Several Swiss officials, including the country's Minister for Sport and

Finance, were at the Italian GP earlier this month to hold preliminary discussions with Bernie Ecclestone about the proposed race.

Our colleagues at *Illustré* took the opportunity to poll their readers in a "for or against" referendum on the subject of motor racing: the results are not yet available, unfortunately.

The issue is complicated by the fact that there are presently two proposals for a Swiss GP, the rival group now basing its hopes on a site at Sion, on the other side of Lausanne. A 3.4 km airfield circuit has been mapped out and a preliminary costing made of 4.5 million Swiss francs (about 2.2 million dollars). The cost of the rival track is estimated at around 6 million francs, although this would be a true street circuit running for part of its length alongside the lake.

Questioned on the subject, new Swiss resident Alain Prost has offered his full support. *"But I think it would need a lot of hard work to build a suitable circuit because the sidewalks would have to be removed and rather a lot of trees cut down. From what I have discovered about Switzerland in my short time here I'm not sure that it would be very easy to get the necessary authorisation..."*.

## NIKI'S OTHER RACE

It was what Lauda called "a perfect change from Brands Hatch." The object was to beat the record, established in 1959 by RAF pilot Robin Maugham, between the center of London and the center of Paris. The epoch-making attempt to break the record, which has stood for nearly 25 years at 40'44", was given the full technicolour treatment by the BBC and Niki made his attempt in company with Leo Sayer, the British singer, whose 'Endless Flight' (perhaps prophetically) sold more than a million records. Sayer describes himself as an "avid race fan" and it was a meeting with Bernie Ecclestone at Kyalami during the drivers' strike that led to his participation in the record-breaking attempt.

During McLaren's Christmas break, Sayer asked Niki if he would appear on his BBC Special. "I wouldn't know what to do" said Niki. But he managed allright and, as one thing leads to another, Saturday at 6.15 p.m., Niki was waiting at Biggin Hill waiting for Sayer, to whom he said on arrival: *"Don't worry, I'll get you safely to Paris... and back, too"*. For the BBC reportedly footed a three million pound insurance policy for the star singer.

It was in fact Niki's first crack at an air race, and it began with trouble. Niki had wanted to fly high over the crowded London-Paris air corridors, but Air Traffic Control would only allot him a flight-plan between 2450 and 5000 feet. Sayer got to Biggin Hill in smart time, but, unfortunately for Niki, one of his rivals, Karkowski, had on old Gnat jet-trainer. Less luxurious than Niki's Falcon it might be, but it was also 100 kph faster. *"I finally get a turbo"*, growled Niki, *"and now I have to start with another handicap"*.

Karkowski's Gnat also had landing permission preceding Niki's, which cost Niki a four-minute delay, despite attempts at fighter-pilot manoeuvers. Though Sayer took off in his Paris helicopter with one foot still out the door, it was to no avail: 46'08" was the best Lauda-Sayer could do, as against 42" for the Gnat. Niki made it back to London in 38'50" and wouldn't mind another crack at the record: this time in a Harrier. On the way back, the following exchange ensued: *"I wish pop-stars earned enough money to fly their own planes"*, said Sayer. Answered Niki : *"The worst that can ever happen to you is to have a mike or a loudspeaker fall on you"*. The message was clear: be happy with what you've got.

# THE OPEN AIR DRAWING ROOM

**Despite the contention which marked its inauguration at Brands Hatch, the huge, three-story high screen on the hill opposite the pit-lane was the race's outstanding success. For the first time, and we hope not for the last, ordinary spectators, who have difficulty enough following the races — especially since the introduction of pit stops — were able to watch a race in the biggest drawing room of all, the open air. Complete with instant replay, slide projections, crawling headlines, sub-titles and the BBC's usual excellent coverage, it was soon proved the intelligent spectator's tool of the future. Now there is an answer to the old chestnut that the only place to watch F1 racing is at home in front of the telly. Now the fans can get the air, the feel, the sound, the excitement, the human contact and know what is going on. They can be at home and at the race simultaneously.**

**The story behind this achievement is a long one, but we can sum it up as follows: it was good thinking on the part of John Webb of Brands Hatch; it was good sponsorship from Unipart which made possible the $50,000 cost; it was intelligent of Mr Ecclestone to solve the problems that surrounded its introduction; and it was superb work by John Mills in charge of editing and presenting three days' worth of first-class material that made it a success.**

**Technologically, the feat of Diamond Vision, which is the trade mark for the Mitsubishi-developed screen, was another example of the way in which our sport and advanced technology interact: as director Mills said afterwards, Diamond Vision was stretched to its extreme limit by the grand prix. This is what F1 does in all areas of technology and that is one of its great attractions.**

**To go up the scaffolding and into the tiny room where the controls were worked, dark, with room for only one person to sit, and face what looked like a bank of TV sets with their backs off, was in itself inspiring enough. But to have 55 percent of the 96,000 crowd at Brands able to see a television screen with perfect clarity from 100 to 250 metres away is a tribute to technology itself.**

**What is hugely important for all of us is that this experiment, and its obvious success, should continue. Brands had the largest crowd ever to see this phenomenon; but when one thinks of the crowds around the world waiting for it, we are simply awed. One hopes that it will feature next year at every race. The sport has advanced hugely and its one vulnerable point has been the spectator, the live human being following his heroes. The solution is there. Let it be used and long may it flourish, with not just one but three or four screens around every circuit.**

***GPI***

# The paddock in Brands Hatch

***Saturday afternoon: as he goes out on his second set of qualifying tyres, Patrick Tambay accidentally trips his fire extinguisher while trying to even out his tyres with his adjustable roll-bar. The electrics went, Patrick froze and the smoke was like a TV dinner left too long in the oven!***
***(photos: B. Asset)***

## TICKETS ANYONE?

FOCA boss Bernard Ecclestone was on the prowl in the paddock one evening after practice when presumably he had time on his hands. As was entirely predictable, he found a number of people wearing press passes which clearly did not belong to working journalists. The passes were duly confiscated and an investigation launched to discover how these passes came to be in the wrong hands.
With a certain embarassment, it had to be acknowledged at the end that they had come from Alec Deffis-Whittaker. And who does Whittaker work for? Well, Mr Ecclestone, for whom he handles all television rights...

## WATER INJECTION: VERDICT DEFERRED

The FIA Tribunal which had been convened to debate the legality of the water-injection systems used by Ferrari and Renault duly met on September 19 but has postponed its decision until it has been able to gather further evidence from an expert witness.
The Tribunal was called following a joint protest from the Williams and Tyrrell teams after races which had been won by Renault (Silverstone) and Ferrari (Austria). The protest contends that the addition of water changes the chemical composition and octane rating of the fuel, also contravening the F1 rule that only air may be mixed with fuel.
These arguments, and the response from the two teams involved (they that they use the water for cooling purposes only), have been submitted to Professor Lenz of Vienna University, who in his capacity as Director of the Institute of Research and Development in Internal Combustion engines is regarded as one of Europe's foremost experts. Professor Lenz has undertaken to make his report available to the FIA within three weeks.

The two teams which protested the use of water injection have repeatedly stated that they took action in order to obtain a clarification of the rules in the light of the fuel restrictions which will be introduced with effect from 1984, when tank capacity will be limited to 220 litres and pit stops forbidden.
Indeed, FISA has stated in advance that even if the tribunal's ruling goes against Renault and Ferrari, there will be no question of the British teams seeking to have the Silverstone and Osterreichring results changed. This will ensure no counter-productive publicity as the world championship comes to its climax in South Africa on October 15.
Interesting evidence that has been laid before the tribunal includes an admission from the appellants, through witnesses, that (a) water is not an additive which, of itself, can increase engine power; and (b) the water itself is exhausted, after the fuel/air combustion process is complete, in the form of steam, *ie* its chemical composition remains unchanged.

## GUY GETS ANGRY (PART 94)

Shortly before the start at Brands there was a major outburst which didn't take long to track down to the Ligier motorhome and the Michelin truck. The source of all the noise? Our old friend Guy Ligier, who was determined to get his hand on a set of Michelin's 06 compound tyres for Jarier to use. Now the Michelin engineers had not anticipated that the 06 would be particularly suited to Brands, so they had brought only a restricted quantity. Those which were available were reserved for the French company's three "development" teams, *ie* Renault, Brabham and McLaren.

Into the picture storms M. Ligier, under the influence of one of his notorious emotional outbursts. Within moments he has thundered through his own motorhome, upending each and every piece of cutlery or furniture which isn't bolted to the floor. Then the hurricane sweeps on to Michelin and nice Mr Dupasquier's little office, where the table top is detroyed with one blow of the Ligier fist.
The remarkable end to the tirade — as usual — was that it ended as suddenly as it had begun. But one thing you connot deny to the mercurial M. Ligier is that his demonstrations, once witnessed, are rarely forgotten!

## LEAKS

During practice for the European GP there were some very strange rumours being circulated about the Brabhams by certain journalists, with the active encouragement of well-qualified engineers.
The subject of these tales was the external spray system (see the illustration in GPI 70) used to cool the intercoolers of the Brabhams' BMW engines. Without going into too many details, it was noticed that during the unofficial practice session on Saturday morning,

when it was wet, the turbocharger air intake was covered by gauze; however, during the later (timed) session the gauze had been removed and the restrictor nozzle on the nearest of the four spray "heads" had been removed. It was during this session that an unusually dense cloud of strange smoke was seen in the turbulence behind the cars on their "hot" laps.
It wasn't long before self-appointed "experts" were claiming that although the cooling system theoretically sprayed water or cooling liquified gas over the radiators, its real contents might be an illegal additive, like methanol, which was "accidentally" finding its way into the turbo intake.
When we discussed the matter with BMW's senior engineer, Paul Rosche, he explained that the use of of the gauze was to discourage water spray thrown up by the left rear wheel from finding its way into the engine.
Rosche's explanation appears to have done nothing to assuage the doubters. Convincing as their theories might be, however, we doubt that a reputable company with as much at stake in the sport as BMW would ever descend to such a low form of cheating.
So, until further information comes to light, we can only regard the Brabham team's accusers as potential trouble-makers, especially since several of them were perfectly entitled to challenge the cars by placing a protest or calling for a fuller investigation.

## CECOTTO QUITS THEODORE

Johnny Cecotto, who scored Theodore Racing's only world championship points of the season for 6th place at Long Beach, did not race at Brands Hatch. According to team manager Jo Ramirez the reasons were "political," which seems strange after the Venezuelan's strong 12th place behind Rosberg at Monza two weeks earlier.

Rumours that all was not well at Theodore began earlier in the week, when it was learned that Cecotto had refused to pay the 2000 dollar fine imposed on him by FISA for having arrived five minutes late for the drivers' briefing at Monza. "I wanted to appeal against the fine," said Johnny, "and I didn't think I should have to pay until it had been proved I was guilty."
In fact the fine was lifted on the instructions of FISA President Balestre before the race. Some sources suggested that FISA had been embarrassed by the revelation that René Arnoux had arrived at the Monza briefing long after Cecotto, and had somehow escaped censure. But it is also said that FISA was unwilling to allow Theodore to use the dispute over payment of the fine as an excuse for not running Cecotto's car.
Balestre's move obliged Theodore to claim "force majeure" as the reason for Cecotto's non-appearance. This can be translated as "no more money," and we understand that in fact Cecotto's car has been run by Theodore on a wing and a prayer ever since his sponsors' agreement with the team expired after the Canadian GP.
Meanwhile the popular ex-bike world champion was making the rounds of the pits at Brands. He spent a lot of his time with the Brabham team, with which he has been linked as a possible replacement for Riccardo Patrese in 1984.

## COSWORTH REVIVED?

We have hinted before in these pages that we suspected that Keith Duckworth and the Cosworth engine were people and machines of such quality that it would be hard to keep either of them down. Now it transpires that when testing at Donington, Michele Alboreto's Tyrrell team (which of course runs the Cosworth engine) was being visited by no fewer than four engineers from another big engine-manufacturer, no less than Mercedes.
Lest anyone leap to conclusions that a Mercedes-Cosworth F1 engine is on the way, wa can report that the story has been checked out with Mercedes and the big German company has *no* intention of participating in any sort of motor sport. This does not, of course, preclude the possibility that technologies might be exchanged, or that Duckworth might work another of his miracle engines on a Mercedes base.

## THE TRAP

- *"If I can't be world champion this year I would like to see Piquet take the title because (1) that means I can still be the first French world champion, and (2) because I don't want Arnoux to do it."*
- *"When I think about the prestige of motorsport I know it would be a pity if Arnoux were to be champion. It would be bad for the sport's image, believe me."*
- *"It would be disastrous and wrong. I know that he's very popular in the eyes of the public, but from the personality side he's overrated. If he becomes world champion it wouldn't just make me feel sick: it would also upset 80 per cent of the people who are involved in French motorsport."*
- *"I'm less popular with the public than Arnoux because I don't sell myself short. I refuse to prostitute myself. I want to be myself. Eventually people will realise this. Then it will be me who is popular."*
- *"If Arnoux gets the title, I'll shut my trap. He will do all the talking then. But I definitely won't be jealous. As I said, it will be a disaster if he's champion, because Arnoux is a nothing, he really is. Go and ask the people who know about racing, they'll tell you."*

Published in the influential French daily sports paper *L'Equipe*, under the bye-line of one Bernard Dolet, the above sensational quotes were credited to Alain Prost in a prominent article which was published on September 20 with the headline "Arnoux Is A Nothing."
We understand that although Prost may have said some of these things, or words to that effect, they were intended to be strictly off the record. Dolet had indeed interviewed Prost, during a TV show, but the remarks about Arnoux were part of a later, private conversation. Sometimes, as Prost has discovered the hard way, it's best to treat pussycate like Bengal tigers...

## THE BIG SCREEN

Before the big screen went up and on at Brands (see *Editorial*), there was a certain amount of tension. That is putting it mildly. The truth is that the air waves, and all the images thereon, belong to FOCA and Mr. Bernard Ecclestone. But the big-screen TV, though an idea mooted some time ago by Mr. Ecclestone and promotions man Patrick Nally, was actually put up by and sold by another British promoter, who also packaged the Grand Prix d'Europe for John Player
There were heated words in the paddock between promoters, because the television screen was being used to display advertising; and sponsors, as we know, have to pay to advertise. The fact that Unipart had put up the considerable sum required to display the race, and that John Player, sponsors of the race, also appeared on the screen, mattered — momentarily at least — rather less than the 50,000 dollars that was being asked for the rights to run the screen.
All turned to sweetness and light when Mr. Ecclestone saw the huge screen in operation. Quoth he: "I can see Fila and BMW on that..."
His voice was dreamy, and he told us that if he had his way, there'd be five or six of them all around the track.

# WINNERS CIRCLING

**Standing together on the platform on the back of the Brands Hatch parade car, Nelson Piquet and Alain Prost were waiting to be taken round on their victory lap. They looked blankly at each other, almost as if the one didn't want to recognise the presence of the other.**

***by Didier Braillon***

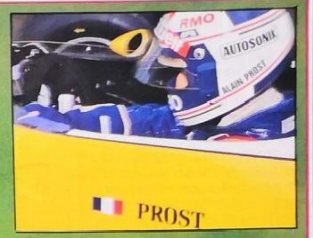
Nelson's aquiline features have an expensive looking superstar tan, the eyes a strangely piercing quality. His rival, today, affects a hangdog expression which would be more at home on some nine-to-five clerical worker. You would hardly say that these two had anything in common. Yet they are learning to enjoy each others' company. After the monumental mistake which the Frenchman had made at Zandvoort they might have been forgiven for breaking the already fragile bridges of a tenuous professional liaison. Not so. Not long before Monza Alain and his family (wife Anne-Marie and son Nicolas) were invited to spend a couple of days relaxing on Nelson and Sylvia's boat "Gostosa" in the Mediterranean, far from prying eyes and predatory pressmen.

As it happens they had nothing in particular to talk about to each other as the circuit vehicle set off. Each has long known what the odds are between them, and those odds are clearer now than ever before. But any words they needed to say to each other had already been spoken on the podium. Now they were re-running the race in their minds' eye and thinking about what needs to be done in the next three weeks.

Victory had fallen to the Brabham-BMW driver at Brands, second place to Renault's man. Only two points now separate them, and on October 15 they will be staging a fabulous battle of minds and machinery on the high veld at Kyalami.

Strangely enough, it didn't look as though the forthcoming duel was on their minds at this moment — and if it had been, no doubt they would have dismissed it. Tomorrow is another day, and the time was now right, there, to enjoy the calm which descends when you know you've just achieved something rather special. Going into the Brands race, each man had been well aware that he couldn't afford even the slightest mistake, because all the jokers had been played and now they were walking on a tightrope. René Arnoux had been on the same high wire, but he had slipped: while his chances have not entirely been eliminated, the odds are stacked against him.

For Alain Prost the Brands race represented a well-deserved satisfaction after the →




***Brands Hatch now belongs to the past. (Photos: Asset)***

dunce's cap awarded to him following the Dutch GP and the frustration of breaking down in Italy. His cheeks were almost as stubbly as they had been at Monza, but he was calmer here, talking clearly about his task.

*"Nelson's driving and the speed of the Brabham-BMW made them a very tough combination to beat here, so finishing second to him isn't really a major setback for us. I played for safety this afternoon, but I couldn't take things easy for a second: I mean that I had to be ready to attack if I needed to do so. I didn't make any suicidal moves, but I set myself a quick pace right from the start. And some of the overtaking manouevres were really tricky: it was tough finding a way round Arnoux, Winkelhock and Mansell. I even had some trouble with my team mate, Eddie Cheever, because although he didn't slam the door on me, he didn't exactly roll out the red carpet for me either..."* There was no bitterness in his voice, and no giveaway look in his eye. Alain seemed to have his emotions well under control: the man who (according to some of the Monza pundits) had "cracked under the strain" was back to his old relaxed self.

*"When I'm under pressure I never get more nervous than is absolutely necessary. I only really feel the pressure when my car's not running well. When everything's going right on the mechanical side, all my other worries fly away. I had some minor problems here after I had made my fuel stop: the tyres were softer than the first set, which made the car understeer a bit, and the engine was misfiring sometimes as it had been doing occasionally in practice. I'm still two points ahead in the championship, and although my nearest rival now is Nelson instead of Arnoux, it doesn't make any difference to me. The object is to be still ahead of him after the final race, even if there's only one point difference..."*

Sitting on the ground at the foot of the steps up to the little stage which had been erected inside the giant JPS press tent, Nelson Piquet seemed far from anxious to get involved with the crowd of journalists around him. He hung his head, stretched out his legs in front of him, and gazed earnestly into his plastic cup of Coke. The Brazilian journalists swarmed round; each and every one of their questions seemed to elicit a disappointing response, for Nelson kept his answers short, without any apparent conviction.

*"God, I'm tired, really tired. Brands is a bloody tough circuit. You can't relax, not for one second. I was fourth at the end of the first lap, third on the second. Then the shunt between de Angelis and Patrese put me in front. Nobody could touch me then. After my pit stop I turned down the boost. I had to take care of the tyres. Prost started to close up a bit on me, but I was keeping a close watch on my lead. I could have opened it out again if it had been necessary".*

Just a normal race? To get the true story it was necessary to shake it out of the winner...

*"Well, the truth is that I didn't have a good pit stop. There was a problem with the left rear wheel, because I think that the air gun broke. We lost about twice as much time as we should have done. I had a bad vibration in the first part of the race, too. Under braking on the first lap it was all rather exciting and I had to look the brakes to avoid a shunt. Cheever was getting a bit desperate, so I had no alternative. That flat-spotted the fronts..."*

The questions were still being fired non-stop, but the replies were desultory. Inevitably, there were the predictable questions about the championship and how he saw his chances. (*"Don't ask. I've felt exactly the same about my chances since the beginning of the year."*)

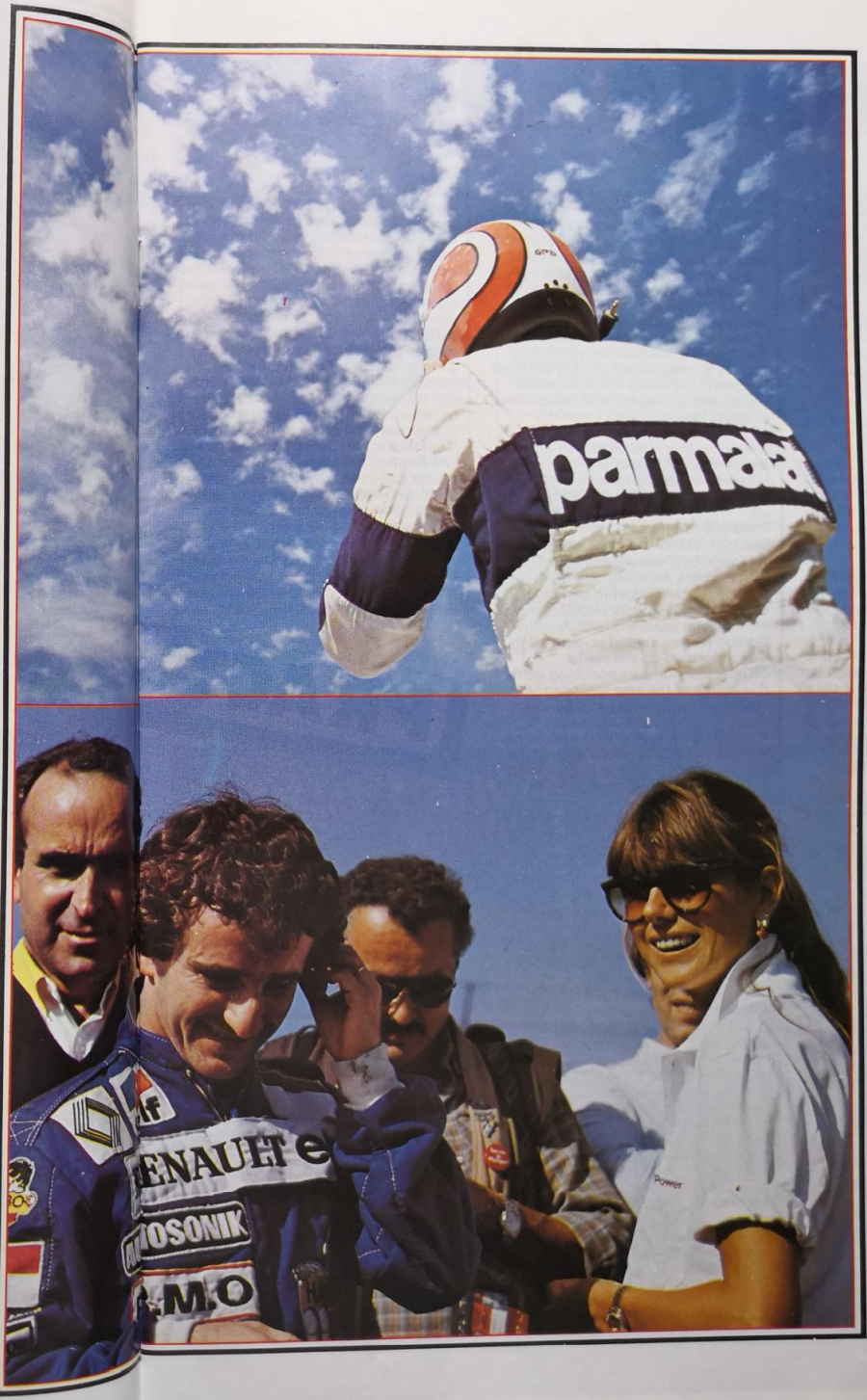
Then Nelson allowed the icy curtain to part for a moment. *"You know why I'm happy? Because Brands is the only British circuit where I haven't won an F1 race. I won here in F3, but only on the club circuit. I really wanted to have a win on the GP circuit in my collection".* □

## RENE ARNOUX

I buggered up my start and as I was coming back up through the field I ran up against Cheever, who did nothing whatever to help me, which is perfectly normal. After some fifteen laps, my tyres started to go off. Worse still, my brake pedal was jamming, just as Tambay's had. I kept on applying more and more braking to the rear and on lap 20 I spun at Surtees. My Ferrari just kept going into the corner and there was nothing I could do about it. I retained some hope of chalking up a few points, but for some reason during my pit stop, the team put on softer tyres. As a result, I had to make a second pit stop to revert to the compound I'd been using earlier. That perhaps cost me a point or two. I'm far from having lost all hopes for the championship. At Kyalami, Alain can't settle for a second place behind Nelson: he'll have to go searching for a win. I wouldn't be surprised to see a few broken turbos and I hope to be there to take advantage.

## BRUNO GIACOMELLI

At last I'm in the points! It hadn't happened since Holland last year. Just think, the Tolemans haven't retired now since Zandvoort thanks to the Hoslet turbos. Ah, if we'd put them on before... My problem this season's been the start. I couldn't seem to get used to the turbo. But between Zandvoort and Monza I came here to practise starts, nothing else. And now I've got the hang of it. I made an extraordinary start here. Watson slammed on his brakes right in front of me and the whole left side of the grid seemed to slow down. I think it was Prost who was blocking us but I can't say for sure. I was fifteenth at the end of the first lap. After that, no problem, I just moved up regularly. At the finish, I found my nose cone was loose and floating in the breeze; the fibreglass is not strong enough at that point. It probably cost me some time, but I didn't notice it from my cockpit. If I hadn't made that bad start I might have finished between Mansell and de Cesaris, since Derek was in trouble towards the end.




***Nelson's Piquet's stock rises and he now casts a long shadow over the world championship. (Photo: B. Asset)***

***Brands Hatch is not Renault's Promised Land. Alain Prost managed to salvage a lot: he still leads the championship. (Photos: B. Asset)***

## KEKE'S COLUMN

What a fantastic race meeting that was at Brands Hatch! In my opinion it was the best organised Grand Prix of the whole year for the teams, with super marshalling and a good long break between the race morning warm-up and the race itself for the mechanics to do their work. It was good for the spectators, too: there was the TV screen opposite the start/finish line (they should have half a dozen of those things), nice parades on the track and all sorts of nostalgic things going on in the air.

And what a contrast the British spectators are with Monza: they are allowed into the pit lane at certain periods, and when it's time to go they are politely informed by the commentators, and they walk back to their positions on the other side of the fence.

A rather surprising feature of the weekend was the comparatively slow speed of the turbo cars. Although I was able to do the same sort of lap times that I had done during the tyre test earlier in the month, none of the turbos got within a second of the times they'd done, and instead of a four second gap we were less than two seconds slower on race rubber. It was nice to get back to a circuit where we could put bigger wings on the car, because it was handling nicely again after some unpleasant experiences at Zandvoort and elsewhere...

I was racing against the McLaren-Porsches and heading for what would have been a couple of world championship points when my engine blew up soon after my pit stop. I stopped for fuel, not tyres, because we guessed that even the soft Goodyears might be good enough to do a whole race distance, and when the Goodyear people had checked the wear of the rubber on Arnoux's car (which stopped two laps before me) they knew I would be OK without changing.

So that was my last race with a Cosworth. There wasn't even one of the classic engines in the first ten at Brands, which shows how much progress the turbos have made: remember, I won there with the FW09 in the non-championship F1 race in April. Motor racing owes a lot to Keith Duckworth for the good old DFV...

We'll have two turbocharged cars and a full complement of spare parts for the South African GP at Kyalami next month.

Don't under-estimate us, though, because although I don't think we will have learned enough "turbo tricks" to qualify very well at Kyalami, I am sure that we will acquit ourselves well in the race.

I'm not going to stick my neck out by making a forecast of a place in the points in our first race with a turbo engine, although I can report that we have tested our new 09 chassis at four circuits in England and we're still using the same engine...

# PRACTICE

Many circuits have vanished from the world championship schedule since Brands Hatch first staged the British Grand Prix in 1966, and Brands itself has undergone many changes.

Nevertheless, it continues to offer a unique combination of rise and fall, camber and banking, to put it among the world's most difficult circuits as it winds its way through the wooded countryside of Kent, within 20 miles of the heart of London. A victory at Brands has a particular satisfaction to it, as Derek Warwick had discovered one week previously when he had shared victory with John Fitzpatrick in the J. David Porsche 956 in the GPI 1000 km.

For the spectators, too, Brands Hatch has some unique attractions: during practice it is easy to walk around the circuit and watch several of the corners, almost all of which show the drivers working hard. Indeed, when practice started on Friday morning the spectator areas were already filling with British and continental visitors in the bright autumn sunshine. This John Player European GP may have been the second world championship race of the year to have been held in Britain, but it seemed that it was guaranteed a fine attendance despite having been organised in less than four months.

Friday morning's untimed practice session produced some encouragement for the Renault team, whose cars — by Gérard Larrousse's own admission — have never been truly competitive here in the past. Using the new "eared" Ferrari-style rear wing which had also been adopted for this race by the McLaren and Brabham teams, Alain Prost set fastest time of 1m 13.47s to head Tambay's Ferrari and Piquet's Brabham. But neither Prost nor Larrousse was under any illusions, for they knew that the Ferrari 126 C3 had not been tested here, and Piquet was trying full tanks. The Brazilian was confident that he could do better in the afternoon, for his Brabham had been fastest of all (with a remarkable time of 1m 11.5s) during the two days of tyre testing held at Brands Hatch immediately after the Dutch GP earlier in the month.

In the absence of Cecotto's Theodore (see *Paddocks*), the number of cars practising was brought up to 29 by the presence of European F2 champion-elect Dr Jonathan Palmer, who was driving a third Williams-Cosworth as his "reward" for two years with the team as its "stand-by" test driver. The Williams team was even busier than expected after Rosberg went off the road at a very fast corner ("my first big shunt in two years") and damaged the front of his race car's honeycomb chassis.

Official qualifying brought a dramatic change in the afternoon, when the two Renault-engined Lotus 94Ts in the colours of race sponsor John Player rose to the occasion and set fastest times of the session. Nigel Mansell was fastest with 1m 12.62s, ahead of team mate de Angelis, when the session was halted after 40 minutes to enable marshals to rescue the wreck of de Cesaris's Alfa Romeo, which had lost its left rear wheel in a big accident which did not injure the spectacular Italian. But de Angelis still had one set of Pirelli "quallies" left when the session was re-started, and in spite of a slight engine misfire he was able to demonstrate the quality of the Milanese rubber as he took over the "overnight pole" with a fine 1m 12.34s lap.

Third and fifth fastest were the two Brabham-BMWs of Piquet and Patrese. Although both men had been happy with the cars' handling that morning on race rubber, Piquet in particular complained of serious understeer with his Michelin qualifiers, and designer Gordon Murray started investigating a way to balance up the car to compensate for the undoubted extra downforce of the new rear wing in readiness for Saturday and Sunday.

Prost, fourth fastest, expressed himself "satisfied" with the handling of his Renault, but it was noticeable that both his car and Cheever's were extremely twitchy though the fast swerve behind the pits: reports from elsewhere on the circuit also suggested that the French cars were short of grip.

The two Ferrari drivers, still working hard to get their cars adapted to the circuit, slipped to 7th and 9th fastest. The Ferraris at least looked better suited to Brands Hatch, but Tambay had to switch to his spare C3 when the engine in his race car lost its boost.

The non-British teams, however, were not alone in finding it difficult to get adapted to the demanding characteristics of Brands Hatch.

Although John Watson set 10th fastest time of the afternoon with his new turbo-engined McLaren-TAG/Porsche, his best lap was almost two seconds slower than de Angelis's, and team mate Lauda complained of lack of grip despite the new "dredger bucket" rear wing. Lauda had blown an engine in the morning session (a dropped valve was suspected), and was only ready for the final 20 minutes of the official session because his engine had to be changed: the mechanics completed the work in 140 minutes, which was a fine effort considering that their previous record with the Porsche-built V6 was five hours.

JPS-Lotus hopes of retaining pole position looked good just before Saturday morning's untimed session when the clouds darkened and a light rain began to fall. When de Angelis took the spare Lotus-Renault out for an investigation of the conditions, however, he slipped off the road at the Druids hairpin, damaging the car quite badly and getting a face full of extinguisher powder from an over-enthusiastic marshal. But he was soon back in his race car, confidently setting fastest lap of the session on a track which had started to dry as the sun reappeared.

Others who were happy with their cars in the session included Patrick Tambay (4th fastest) and Derek Warwick (5th). The Renault drivers took the next two places on the list, having made some overnight suspension adjustments which both drivers agreed were an improvement.

It was looking gloomy again as the seconds ticked down before the start of the final one hour's qualifying that afternoon, and Piquet's Brabham was first in line as the cars prepared for battle. There was a minor panic when the BMW engine lapsed on to three cylinders as it was started, but it was back to four healthy-sounding cylinders after a quick plug change. Piquet had lost his "first man out" chance of a clear lap, however, and with the Michelin qualifying tyres giving only one "hot" lap it was an anxious Brazilian who ventured on to the circuit.

Nelson's team mate Patrese — who had already declared that he would be doing everything in his power to help his team mate in the race — was already setting an even faster time than he had done on Friday. The Brazilian, however, tried to keep his foot down for a moment too long as he went into the tight left-hand Surtees bend on his first set of tyres, ran wide on to the grass, and brought a swathe of earth and vegetation on to the track as he returned. This was not appreciated by Nigel Mansell, whose Lotus-Renault arrived on the scene immediately afterwards, picked up the rubbish on its tyres, and was forced to slow. Mansell had already had an incident on his first "Q" set at Paddock bend at the beginning of the session, so he was unable to improve on his Friday time.

Nevertheless, it was to be a black and gold afternoon, for de Angelis managed to improve despite his morning problems, outpacing Patrese by no less than 0.36 second. *"I dedicate this pole position to the memory of Colin Chapman, the man who gave me my first opportunity in a competitive F1 car,"* he said later, *"and to the Pirelli engineers who have made such improvements in their tyres this year."* Elio thus became the first Lotus driver to take a pole position since Jean-Pierre Jarier had done so in Canada five years ago.

Though they didn't improve, Mansell and Piquet claimed 3rd and 4th fastest places on the grid thanks to their Friday times, while the still-improving Ferraris of Arnoux and Tambay moved up the standings to take 5th and 6th fastest times. Tambay's day had not been without incident, however, for his Ferrari engine "died" when he accidentally hit the ignition switch while using his cockpit-adjustable roll bar. Faster of the two Renaults was to be Eddie Cheever, who placed 7th fastest in spite of a turbo failure before the end of the session which prevented him from using his second set of qualifying Michelins. Prost, who failed to improve, was again complaining of a lack of grip: both Renault drivers were earnestly hoping for wet weather in Sunday's race.

At the back of the grid, the unfortunates were regular non-qualifiers Kenny Acheson (who failed to qualify his March by only 0.13 second) and Corrado Fabi. But the major surprise was the non-qualification — for the second race in succession — of Jacques Laffite, whose problems with tyres is analysed elsewhere in this issue of GPI.

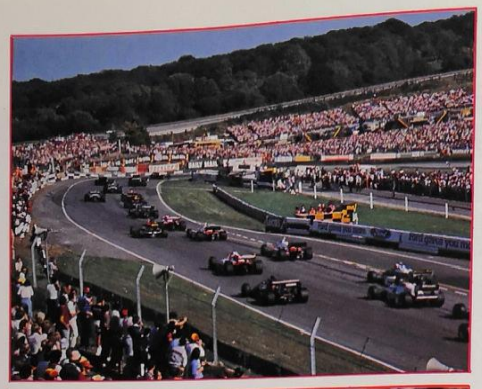
**Mike Doodson**

# THE RACE

Happy is the British racing fan! He sprawls on the soft green grass of Brands Hatch, enjoys the dying moments of a soft summer sun and watches Nelson Piquet's home-based Brabham hold off his rivals from across the Channel.

*by Xavier Chimits*

# THE RACE



***1. Splendid sunshine and 100,000 spectators. At the start, Patrese leads de Angelis, Piquet, Mansell, Cheever, Prost, Winkelhock, Arnoux, Warwick and Tambay. On the first lap, the cars play dangerous games with each other; it is a miracle that none of them give up the ghost. In the background is the empty motorway: all of England follows the race. (Photo: B. Asset; preceding double page: B. Asset and DPPI)***

***2. Arnoux and Tambay lead the two Toleman-Harts, the McLaren and the Alfa Romeo on the first lap. The Brabham-BMW's, the Lotus-Renaults and the ATS have already slipped by. The two Ferraris are now engaged in a race which will give them trouble. With dodgy tyres, Arnoux is shoved into a mistake and finishes out of the points; Tambay, who has come up to third, will spin off the track with faulty brakes. (Photo: First Line)***

***3. Better placed on the grid, Cheever gets the upper hand on Prost at the start. The championship leader required nine laps to get the better of his uncooperative team-mate, who finally yielded under braking at Paddock. He will shortly suffer the most bizarre accident of the race-when a screw gives way on his helmet and forces him to make an additional pit-stop after his refuelling. (Photo: B. Asset)***

***4. Patrese and de Angelis have been involved in a bitter struggle from the start. It is a super duel which the spectators, thanks to Diamond Vision, enjoy to the full. The two cars are often side by side, but every time that Elio tries to attack, Riccardo holds him off and retains his advantage. Behind them, Piquet and Prost are some ways back and busy themselves in reducing their handicap. (Photo: First Line)***

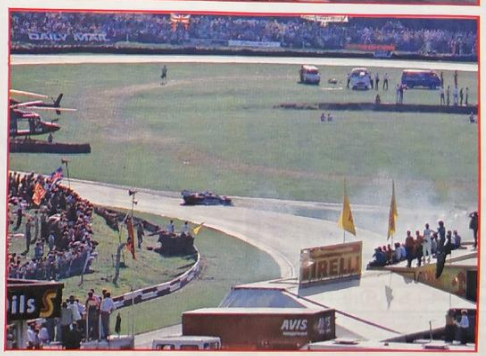
Nelson Piquet and Brabham are going through a period of look-alikes; the grands prix follow one another and yet resemble each other. On the face of it, Monza and Brands Hatch are very different tracks, but the hook-nosed Brazilian won both without ever being in trouble. Thus the six seconds Prost was behind at Brands are deceptive, even taking into account that the French driver was 12s behind on lap 15, for the Brabhams were delayed during their refuelling stops, with Nelson losing 20 seconds in the pits against Prost's 14. After that, Piquet just played cat and mouse with his rival. On innumerable occasions Prost would raise hopes in his supporters by squeezing back a few fractions of seconds; and each time, Piquet was able, almost at will, to win back a whole second a lap. That says a lot about the Brabham's capacities.

Still, Piquet can thank his team-mate Riccardo Patrese for having simplified his task. Riccardo got the better of de Angelis at the start and the two Italians promptly took off into the wild blue yonder, with Piquet clearly waiting to see what happened. But on lap 11, Elio attacked Riccardo on the inside at Surtees, the left-hander behind the pits; both cars wound up in the grass. As is usual in such cases, each driver offered a differing explanation, with Elio insisting that Patrese had shut the door on him when his Lotus was level with the Brabham and Riccardo swearing to high heaven that Elio had spun before hitting his Brabham, just as Prost had done at Zandvoort. Elio rejoined the race in sixth place and quickly retired with an overheating engine. He knew he was in trouble with his engine from the beginning, but no doubt he wanted to put on a brave show for a few laps. Patrese emerged from the incident rather better off and came back into second place just in front of Prost. Alain had driven a remarkable first part of the race, confirming his fastest time in the warm-up session; but he had to wait five laps behind Patrese who was protecting Nelson's lead in every possible way. Thus, when Patrese finally allowed Prost to slip by at Paddock, Alain had lost eight valuable seconds to Piquet. The die was cast.

But Alain could be well satisfied with his second place on a track which is said to disadvantage the Renaults. The Ferraris had no such satisfaction; indeed, they suffered a crushing defeat. Arnoux made a slipshod start and lost out to Prost by the second lap; by lap 11 he was lying fifth, but only thanks to de Angelis' spin off the track. On lap 15 he fell victim to bad wearing on his tyres (it was not Goodyear's day) and his front wheels locked under braking. At all costs he sought to stay in Eddie Cheever's wake and eventually spun off on lap 19 coming out of South Bank. His car remained stuck on the kerb and he fell back to 19th place behind the Tyrrells of Alboreto and Sullivan.

By the time the scheduled refuelling stops came up, René was back to 11th place, but the team's choice of tyres was not of the best and the unfortunate Arnoux had to come back into the pits, thus losing any chance of entering into the points. As for Tambay, a hesitant start put him back into a mettlesome and hotly competitive grouping which included Mansell, Winkelhock, himself, de Cesaris, Warwick, Watson, Rosberg, Lauda and Giacomelli, all ten men being separated by less than nine seconds on lap 10. Having disposed of Winkelhock, Patrick only overtook Mansell thanks to the latter's pit-stop. Patrick was then in third, 20 seconds behind Prost but eight in front of Mansell, de Cesaris, Warwick and Giacomelli, that group's survivors. Tambay had to slow down, for his brakes were showing signs of the same defect that beset Arnoux. Thirteen laps from the finish, Mansell stole third place from him and two corners later, Patrick locked his wheels while holding off de Cesaris and slammed straight into the tyre wall at Druids.

Thus Mansell took up third place on the podium, to the great joy of his countrymen, a public which, after Silverstone and Brands Hatch, is unlikely to understand why he should be evicted from Lotus. He had come to the race faced with an extremely difficult psychological problem within the team and the British driver nearly ran over Piquet as the flag came down, his immense competitiveness bringing him to a slide across the track that it took him two attempts to control.



# THE RACE

***5. Behind de Angelis, the two Brabhams, the Renaults and Arnoux, Mansell's Lotus leads an effervescent group in which Winkelhock does wonders in his reticent ATS-BMW. For a number of laps he leads Tambay, and once the Ferrari is overtaken, he resists Warwick, de Cesaris and Lauda with some brio. Of his three pursuers, only the British driver makes it to the finish line. (Photo: B. Asset)***

***6. On lap 11, Patrese and de Angelis put it all on the line in their giant struggle. The location is Surtees, the curve after the straight behind the pits. The Lotus-Renault tries to find a way through on the inside of the Brabham-BMW. It fails and the two cars touch and spin off. the Renault engine shortly abandons the struggle while the Brabham-BMW's road-holding is seriously affected. (Photo: B. Asset)***

***7. With de Angelis out and Patrese reduced in power, Piquet calmly takes over the lead, followed, some seconds behind, by Alain Prost. From there on in, Nelson drives a serene race, despite a slight degradation of his tyres. After his refuelling stop, he has enough margin to turn down his boost. With his new Ferrari-type rear wing, the Brabham-BMW shows itself a master of adherence. (Photo: DPPI)***

***8. Piquet chalks up nine points, Prost six. The gap between the French driver and the Brazilian is now down to two points and that infinitesmal difference will make the South African Grand Prix a matter of great consequence. Will it be a second title for Nelson or will a French driver finally win the world championship? (Photo: B. Asset)***

# Brands Hatch statistics

## EUROPEAN GRAND PRIX

**Date:** 25 September 1983
**Circuit:** Brands Hatch
**Circuit length:** 4,206 km (2.614 miles)
**Race distance:** 76 laps, 391,67 km (198.65 miles)
**Weather:** sunny, fine
**Race attendance:** 96,000

## STARTING GRID

| | |
|---|---|
| Patrese<br>Brabham BT52-BMW<br>1'12"458 (2) | **De Angelis**<br>**Lotus 94T-Renault**<br>**1'12"092 (2)** |
| Piquet<br>Brabham BT52-BMW<br>1'12"724 (1) | Mansell<br>Lorus 94T-Renault<br>1'12"623 (1) |
| Tambay<br>Ferrari 126C3<br>1'13"157 (2) | Arnoux<br>Ferrari 126C3<br>1'13"113 (2) |
| Prost<br>Renault RE40<br>1'13"342 (1) | Cheever<br>Renault RE40<br>1'13"253 (2) |
| Watson<br>McLaren MP4/1E-TAG<br>1'13"783 (2) | Winkelhock<br>ATS-D6-BMW<br>1'13"679 (1) |
| Giacomelli<br>Toleman TG183B-Hart<br>1'13"949 (2) | Warwick<br>Toleman TG183B-Hart<br>1'13"855 (2) |
| De Cesaris<br>Alfa Romeo 183T<br>1'14"403 (1) | Lauda<br>McLaren MP4/1E-TAG<br>1'13"972 (2) |
| Rosberg<br>Williams FW08C-Cosworth<br>1'14"917 (1) | Baldi<br>Alfa Romeo 183T<br>1'14"727 (1) |
| Boutsen<br>Arrows A6-Cosworth<br>1'15"428 (2) | Surer<br>Arrows A6-Cosworth<br>1'15"346 (1) |
| Sullivan<br>Tyrrell 012-Cosworth<br>1'16"640 (2) | Johansson<br>Spirit 201C-Honda<br>1'15"912 (2) |
| Jarier<br>Ligier JS21-Cosworth<br>1'16"880 (2) | Guerrero<br>Theodore N183-Cosworth<br>1'16"769 (1) |
| Ghinzani<br>Osella FA1E-Alfa Romeo<br>1'17"408 (2) | Boesel<br>Ligier JS21-Cosworth<br>1'17"177 (1) |
| Alboreto<br>Tyrrell 012-Cosworth<br>1'17"456 (1) | Palmer<br>Williams FW08C-Cosworth<br>1'17"432 (1) |

**Did not qualify:**
Acheson/RAM 01-Cosworth, 1'17"577 (1)
Fabi/Osella FA1E-Alfa Romeo, 1'17"816 (2)
Laffite/Williams FW08C-Cosworth, 1'18"261 (2)

## WORLD CHAMPIONSHIP OF DRIVERS

(After the Brazilian, Long Beach, French, San Marino, Monaco, Belgian, Detroit, Canada, British, German, Autrian, Dutch, Italian and European Grands Prix)

| | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Prost | — | — | 9 | 6 | 4 | 9 | — | 2 | 9 | 3 | 9 | — | — | 6 | 57 |
| 2. Piquet | 9 | — | 6 | — | 6 | 3 | 3 | — | 6 | — | 4 | — | 9 | 9 | 55 |
| 3. Arnoux | — | 4 | — | 4 | — | — | — | 9 | 2 | 9 | 6 | 9 | 6 | — | 49 |
| 4. Tambay | 2 | — | 3 | 9 | 3 | 6 | — | 4 | 4 | — | — | 6 | 3 | 8 | 48 |
| 5. Rosberg | — | — | 2 | 3 | 9 | 2 | 6 | 3 | — | — | — | — | — | — | 25 |
| 6. Watson | — | 9 | — | 2 | — | — | 4 | 1 | — | 2 | — | 4 | — | — | 22 |
| 7. Cheever | — | — | 4 | — | — | 4 | — | 6 | — | — | 3 | — | 4 | — | 21 |
| 8. Lauda | 4 | 6 | — | — | — | — | — | — | 1 | — | 1 | — | — | — | 12 |
| 9. Laffite | 3 | 3 | 1 | — | — | 1 | 2 | — | — | 1 | — | — | — | — | 11 |
| 10. Alboreto | — | — | — | — | — | — | 9 | — | — | — | — | 1 | — | — | 10 |
| Mansell | — | — | — | — | — | — | 1 | — | 3 | — | 2 | — | — | 4 | 10 |
| 12. De Cesaris | — | — | — | — | — | — | — | — | — | 6 | — | — | — | 3 | 9 |
| 13. Warwick | — | — | — | — | — | — | — | — | — | — | — | 3 | 1 | 2 | 6 |
| 14. Patrese | — | — | — | — | — | — | — | — | — | 4 | — | — | — | — | 4 |
| Surer | 1 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | 4 |
| 16. Baldi | — | — | — | — | 1 | — | — | — | — | — | — | 2 | — | — | 3 |
| 17. De Angelis | — | — | — | — | — | — | — | — | — | — | — | — | 2 | — | 2 |
| Sullivan | — | — | — | — | 2 | — | — | — | — | — | — | — | — | — | 2 |
| 19. Giacomelli | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Cecotto | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |

## RESULT

1. Piquet/Brabham BT52-BMW, 76 laps, 319,65 km (198.63 miles) in 1 h 36'45"865, average speed 198,21 km/h (123.165 mph).

| | | |
|---|---|---|
| 2. Prost | Renault RE40 | 6"571s behind |
| 3. Mansell | Lotus 94T-Renault | 30"315s behind |
| 4. De Cesaris | Alfa Romeo 183T | 34"396s behind |
| 5. Warwick | Toleman TG183B-Hart | 44"915s behind |
| 6. Giacomelli | Toleman TG183B-Hart | 52"190s behind |
| 7. Patrese | Brabham BT52B-BMW | 1'12"684s behind |
| 8. Winkelhock | ATS D6-BMW | 1 lap behind |
| 9. Arnoux | Ferrari 126C3 | 1 lap behind |
| 10. Cheever | Renault RE40 | 1 lap behind |
| 11. Boutsen | Arrows A6-Cosworth | 1 lap behind |
| 12. Guerrero | Theodore N183-Cosworth | 1 lap behind |
| 13. Palmer | Williams FW08C-Cosworth | 2 laps behind |
| 14. Johansson | Spirit 201C-Honda | 2 laps behind |
| 15. Boesel | Ligier JS21-Cosworth | 3 laps behind |

**Fastest lap:** Mansell/Lotus 94T Renault, 1'14"342 - 70° tour - 203,677 km/h.

## PROVISIONAL POSITIONS IN THE CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Ferrari 89 pts ; 2. Renault 78 pts ; 3. Brabham 59 pts ; 4. Williams 36 pts ; 5. McLaren 34 pts ; 6. Tyrrell, Lotus, Alfa Romeo 12 pts ; 9. Toleman 7 pts ; 10. Arrows 4 pts ; 11. Theodore 1 pt.

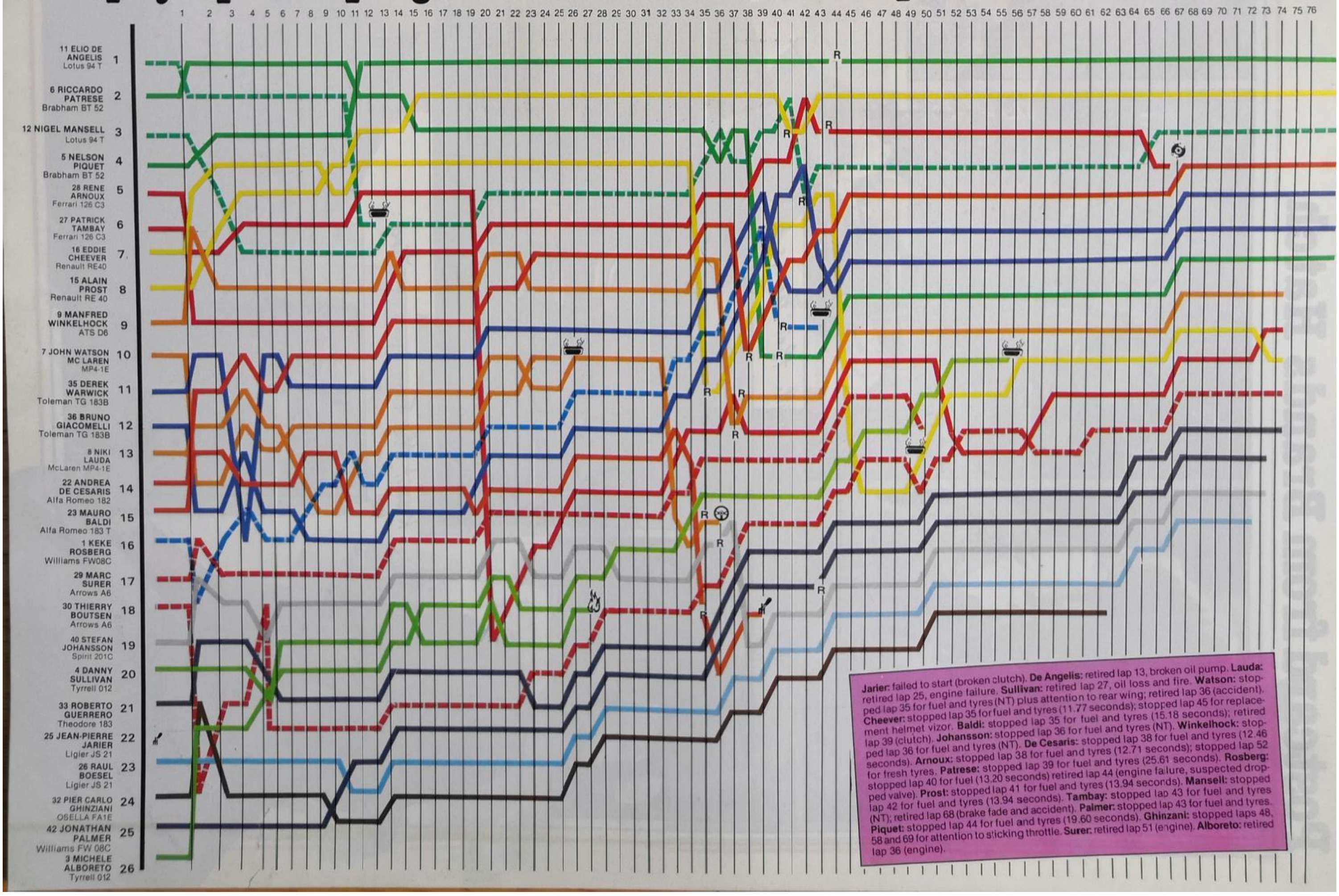
## PRACTICE TIMES

| | Unofficial practice 1 | Official practice 1 | Unofficial practice 2 | Official practice 2 | Warm-up Sunday |
|---|---|---|---|---|---|
| 1. Rosberg | 1'16"110 | 1'14"917 | 1'16"757 | 1'15"252 | 1'16"568 |
| 2. Laffite | 1'19"081 | 1'18"467 | 1'17"268 | 1'18"261 | ——— |
| 3. Alboreto | 1'17"205 | 1'17"456 | 1'16"885 | 1'17"936 | 1'16"754 |
| 4. Sullivan | 1'17"917 | 1'17"134 | 1'17"464 | 1'16"640 | 1'17"871 |
| 5. Piquet | 1'14"034 | 1'12"724 | 1'14"158 | 1'13"095 | 1'15"706 |
| 6. Patrese | 1'16"769 | 1'13"475 | 1'16"051 | 1'12"458 | 1'16"344 |
| 7. Watson | 1'17"549 | 1'14"296 | 1'17"538 | 1'13"783 | 1'16"545 |
| 8. Lauda | 1'16"295 | 1'15"266 | 1'15"714 | 1'13"972 | 1'15"733 |
| 9. Winkelhock | 1'15"156 | 1'13"679 | 1'15"935 | 1'14"750 | 1'15"560 |
| 11. De Angelis | 1'14"729 | 1'12"342 | 1'14"126 | 1'12"092 | 1'15"005 |
| 12. Mansell | 1'16"392 | 1'12"623 | 1'14"159 | 1'13"089 | 1'15"082 |
| 15. Prost | 1'13"473 | 1'13"342 | 1'15"642 | 1'13"526 | 1'14"610 |
| 16. Cheever | 1'14"147 | 1'13"592 | 1'15"406 | 1'13"253 | 1'17"640 |
| 17. Acheson | 1'17"753 | 1'17"577 | 1'19"666 | 1'18"069 | ——— |
| 22. De Cesaris | 1'15"322 | 1'14"403 | 1'15"918 | 1'15"440 | 1'16"095 |
| 23. Baldi | 1'17"792 | 1'14"727 | 1'16"848 | 1'15"174 | 1'16"934 |
| 25. Jarier | 1'18"000 | 1'17"141 | 1'18"383 | 1'16"880 | 1'17"367 |
| 26. Boesel | 1'18"292 | 1'17"177 | 1'20"755 | 1'17"593 | 1'19"776 |
| 27. Tambay | 1'13"514 | 1'13"868 | 1'14"756 | 1'13"157 | 1'15"844 |
| 28. Arnoux | 1'14"565 | 1'13"596 | 1'16"498 | 1'13"113 | 1'15"655 |
| 29. Surer | 1'16"684 | 1'15"346 | 1'16"743 | 1'15"501 | 1'18"198 |
| 30. Boutsen | 1'16"632 | 1'16"094 | 1'17"733 | 1'15"428 | 1'18"121 |
| 31. Fabi | 1'20"917 | 1'19"087 | 1'18"644 | 1'17"816 | ——— |
| 32. Ghinzani | 1'18"392 | 1'17"850 | 1'19"776 | 1'17"408 | 1'21"232 |
| 33. Guerrero | 1'17"407 | 1'16"769 | 1'18"901 | 1'17"454 | 1'18"628 |
| 35. Warwick | 1'14"754 | 1'14"411 | 1'14"775 | 1'13"855 | 1'15"747 |
| 36. Giacomelli | 1'15"957 | 1'15"521 | 1'17"657 | 1'13"949 | 1'16"323 |
| 40. Johansson | 1'17"564 | 1'16"525 | 1'17"104 | 1'15"912 | 1'17"390 |
| 42. Palmer | 1'16"734 | 1'17"432 | 1'17"376 | 1'17"524 | 1'18"912 |

## THEIR FASTEST RACE LAPS

| | |
|---|---|
| Mansell | 1'14"342 (70) |
| Prost | 1'14"616 (73) |
| Warwick | 1'14"732 (39) |
| Piquet | 1'14"778 (38) |
| Giacomelli | 1'14"877 (64) |
| De Cesaris | 1'14"905 (72) |
| Arnoux | 1'14"924 (56) |
| Tambay | 1'14"933 (48) |
| Patrese | 1'15"107 (56) |
| Cheever | 1'15"161 (65) |
| Rosberg | 1'15"260 (36) |
| Alboreto | 1'15"599 (55) |
| De Angelis | 1'15"601 (06) |
| Winkelhock | 1'15"710 (35) |
| Watson | 1'15"800 (30) |
| Lauda | 1'15"957 (22) |
| Boutsen | 1'16"050 (04) |
| Guerrero | 1'16"279 (59) |
| Baldi | 1'16"392 (25) |
| Palmer | 1'16"794 (25) |
| Surer | 1'17"039 (35) |
| Johansson | 1'17"042 (32) |
| Sullivan | 1'17"222 (27) |
| Ghinzani | 1'18"406 (60) |
| Boesel | [illegible] |

## ...nde - Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta -

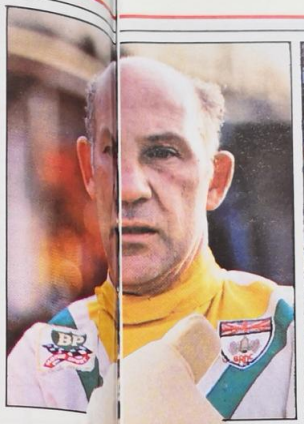



**Jarier:** failed to start (broken clutch). **De Angelis:** retired lap 13, broken oil pump. **Lauda:** retired lap 25, engine failure. **Sullivan:** retired lap 27, oil loss and fire. **Watson:** stopped lap 35 for fuel and tyres (NT) plus attention to rear wing; retired lap 36 (accident). **Cheever:** stopped lap 35 for fuel and tyres (11.77 seconds); stopped lap 45 for replacement helmet vizor. **Baldi:** stopped lap 35 for fuel and tyres (15.18 seconds); retired lap 39 (clutch). **Johansson:** stopped lap 36 for fuel and tyres (NT). **Winkelhock:** stopped lap 36 for fuel and tyres (NT). **De Cesaris:** stopped lap 38 for fuel and tyres (12.46 seconds). **Arnoux:** stopped lap 38 for fuel and tyres (12.71 seconds); stopped lap 52 for fresh tyres. **Patrese:** stopped lap 39 for fuel and tyres (25.61 seconds). **Rosberg:** stopped lap 40 for fuel (13.20 seconds) retired lap 44 (engine failure, suspected dropped valve). **Prost:** stopped lap 41 for fuel and tyres (13.94 seconds). **Mansell:** stopped lap 42 for fuel and tyres (13.94 seconds). **Tambay:** stopped lap 43 for fuel and tyres (NT); retired lap 68 (brake fade and accident). **Palmer:** stopped lap 43 for fuel and tyres. **Piquet:** stopped lap 44 for fuel and tyres (19.60 seconds). **Ghinzani:** stopped laps 48, 58 and 69 for attention to sticking throttle. **Surer:** retired lap 51 (engine). **Alboreto:** retired lap 36 (engine).

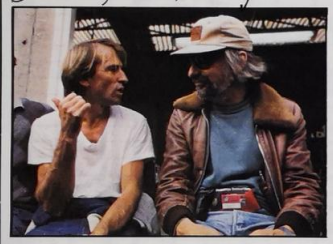
# Postcard from Brands Hatch

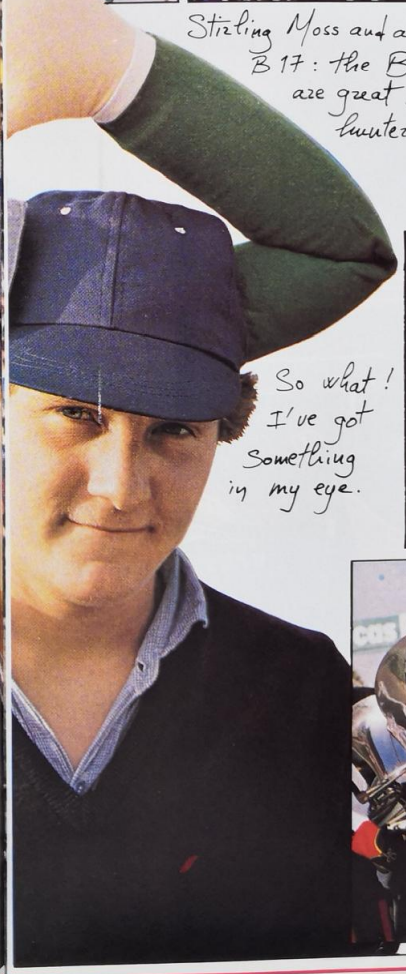
You haven't seen my fishing gear anywhere, have you?

Off with their heads!



Stirling Moss and a Boeing B 17: the British are great Souvenir hunters.

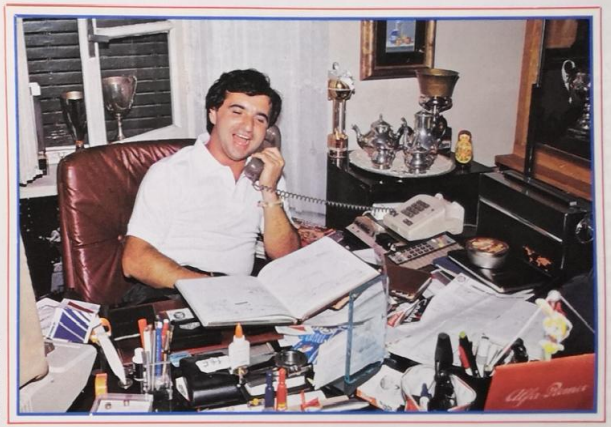




So what! I've got something in my eye.

Kermit the Frog goes visiting: not too Sage!

# UNION GIACO



*Bruno looking like a businessman? Not very convincing if you know him well. (photo: Winter)*

**Bruno Giacomelli once worked with his hands. Not many F.1 drivers have done that, and definitely none of the other Italians at Grand Prix level... He's a big-hearted little guy who's impossible not to like — probably because he's fully aware of what it's cost him in sheer hard work to get where he is today.**

*by Giancarlo Baccini*

*Seen driving the Toleman-Hart here at Monaco, it wasn't until Brands Hatch that Bruno claimed his first point of the 1983 season. (photo: DPPI)*

In Roncadelle, the little town of some five thousand inhabitants near Brescia where his parents still live, city hall and the church are just steps away from each other. *"I used to come here to play football"*, says Bruno, *"though frankly, I never found soccer all that interesting..."* We were walking through the parish along the one main road and Bruno went on: *"... and this is where the commune is run from. The council is Communist. It's been Communist for twelve years and has really taken into account the well-being of all."*

That sort of statement, particularly in the North of Italy, is not uncommon. The North is the richer part of the country, and agriculture and new industries, principally the arms industry — weapons for hunting, weapons for war — live side by side, producing work and prosperity for all. Farmers who have stayed on the land earn as much as those farmers who have become first workers and then small-time entrepreneurs. And the local Communist administration does not fight the Church. There is no reason to do so. People go to mass and they vote red and business goes on as usual.

There is no contradiction between tradition and progress. As though to prove this continuity, Brescia is rich in architectural marvels of every period: from the remains of a Roman forum to a splendid

romanesque basilica; palaces from the 13th century, a cathedral from the 17th; and noble squares from the 19th century Austro-Hungarian occupation to ultra-modern American-style shopping centres that are popping up all about the town. Against this background, Bruno Giacomelli's spiritual pilgrimage becomes more comprehensible. *"Mine is a family that belongs to the people"* he says. *"We were builders and peasants and I learned early in my family to respect work and those who work. I think workers ought to earn more, but I also think they ought to work harder. People who don't put in their time and do their job as they ought are no favourites of mine."*

He himself was a worker. Armed with a diploma in mechanical drawing, he began by designing and turning out moulds for a factory which made taps: *"The money I earned I spent on cars, which have always been my ruling passion. I used to do without a wardrobe. That was how I bought my first single-seater in 1971. It was a Tecno Formula Ford. Piercarlo Ghinzani sold it to me for 1.7 million lira; at the time, that was a fair sum. I paid him cash: bundles of ten-thousand lira notes.*

*My free time, too, went in the garage behind our house. My hands were solid grease. I used to stay in there until two in the morning. I didn't even know what a discothèque was."*

He showed me that garage. Against one wall, you can still see traces of the stall where they kept pigs to fatten them up for market. Now a few chickens peck. In a corner there is the Ferrari flag which Bruno made with his own hands in 1968 when his father took him to see his first F1 race at Monza. The garage is jammed with bric-a-brac. Hanging from the ceiling are two wheels from the F2 car in which he won the European championship in 1978. In a sort of store-room there is the BMW engine that Paul Rosche gave him on the same occasion: plus a seat from his Toleman, the nose-cone of a F1 McLaren and connecting-rods and pistons in quantity. *"I never throw a damn thing away"*, he says, showing me the 27-year-old fridge whose front door is plastered with stickers of his heroes. For from the start Bruno was a keen fan.

It is a worker's garage. And was it that affinity which made the unions back his presence at Alfa Romeo, a state-owned manufacturer impotent before the all-powerful Italian unions? *"It's time that ghost were laid once and for all"*, he answers sharply. *"So take this down. The exact word for that rumour is 'rubbish'."*

Whose rubbish? *"I can't answer that. Ask your colleagues in the press. Maybe they know. Whoever started that rumour caused me no little professional damage. In fact, I criticize myself for not having reacted right away and firmly, as I had every right to do. I don't know any politicians except the mayor of my home town. I've never belonged to any political party. I take part in sport and that's it. Anyone who says that Alfa kept me on because the unions wanted it that way, is lying. The lie is proven by the fact that I was released this year. I came out with few recommendations, that's a fact. No. If I've made my way in the sport it's because I've had friends and sponsors who believed in me, and because I showed I could win. Every step upward I've taken has been preceded by a winning season in the lesser formula."*

Bruno then led me into the little studio room where, for at the most three months a year, he manages to stay with his parents. The rest of his time is spent in testing, on the circuit, in hotels or in the Monte Carlo apartment, on the thirteenth floor of a high-rise which overlooks the finish line of the Monaco Grand Prix, which he owns for purely financial reasons. Being the youngest of five children (he has four sisters, all married, and seven nephews and nieces, of which the oldest is 27) and the only male child, half of the house is still kept for him, though his mother would like to see him *"get his head straight and start making a family of his own."*

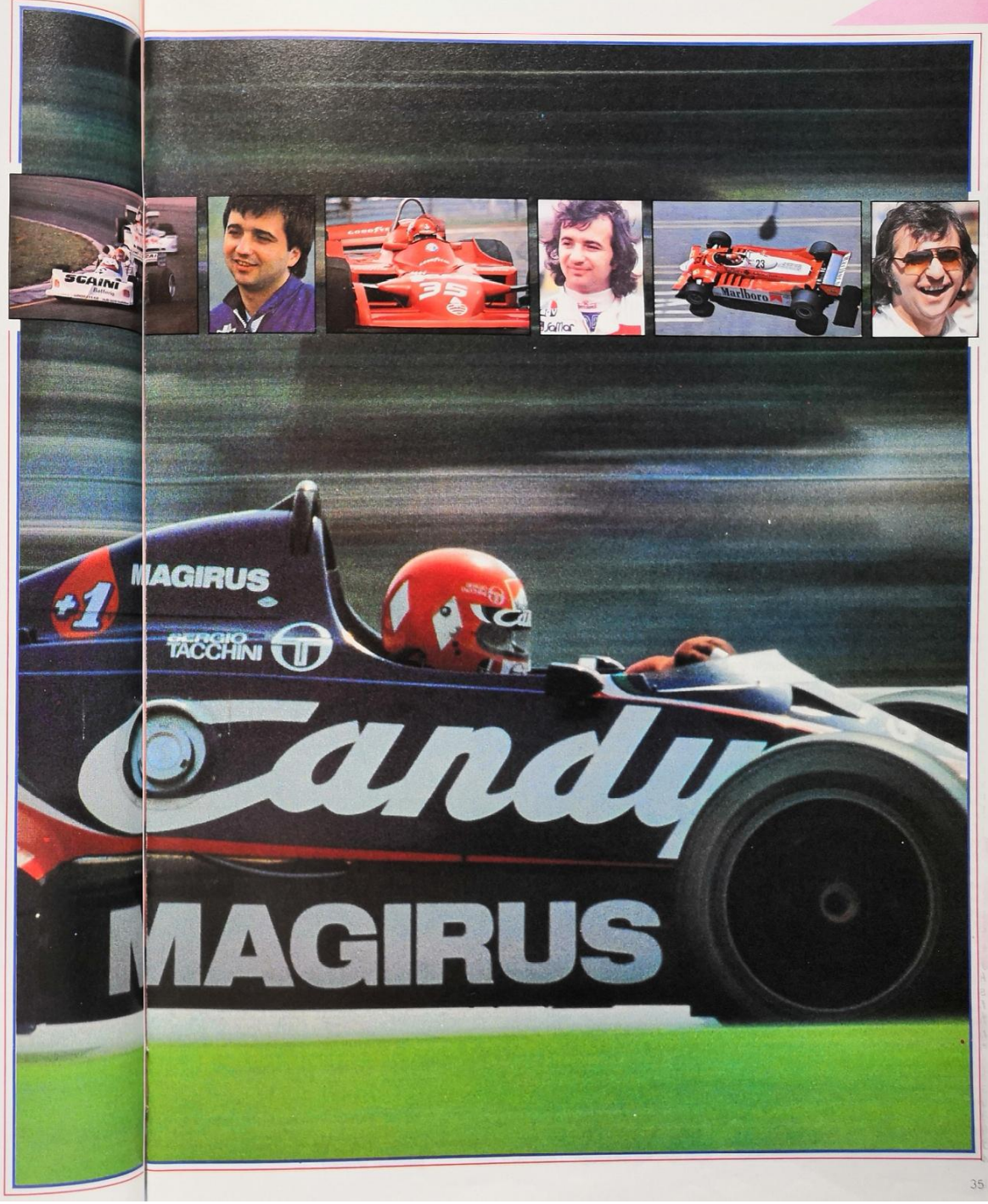
The studio is where Bruno keeps the mementos of his triumphant past. The back wall contains a huge glass-fronted case brimfull of cups. The drawers overflow with cuttings from magazines and newspapers. There you can find him sleek and young, you can find him racing in Formula Italia with Patrese, on a camel in Dubai, on pole position at Watkins Glen, in a British F3 car with his name on it as 'Jack O'Malley'. He still has his licence and the rule-book from his first race, the Ignazio Giunti Cup at Vallelunga in 1972. On his desk is his own Apple II computer which, intended to help him with his archives, still languishes, unused and unlit, under its plastic cover. On the little sofa, two steering wheels take the place of cushions.

Victory and fame are concrete facts. You can see them, touch them. The superb silver cup won for his 1976 victory at Monte Carlo in F3 brings up this memory from Giaco: *"76 was the year, 76 the number on my car, 76 the number of my hotel room: I'm not superstitious, but it was an odd coincidence!"* There is a bronze of a Sicilian boy, the result of an F2 victory at Pergusa; and also a Roman helmet, the vulgar trophy offered by Caesars Palace for his third-place in the 1981 Las Vegas Grand Prix, which remains his best placing in F1.

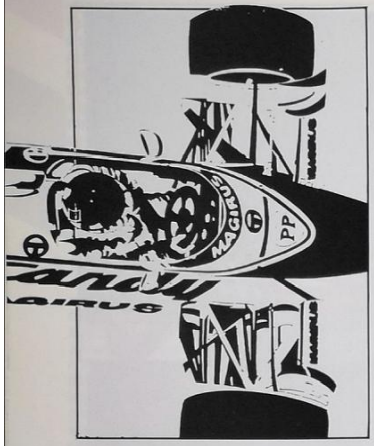
And nothing since then. Why? How did Giacomelli reach such a crisis? What happened to the driver who still holds the record of eight wins in a season in F2? *"What happened?... What happened is that I found myself driving a car that was far from being among the better ones. Neither its performance nor its prestige. Toleman is a very well-organized team, a really good team, but it is paying the price for its choice of engines and its choice of tyres. There's a lot still to be done, but I think we're on the right track. What happened? I'm not in a competitive car, that's what happened."*

So, how does it happen that one of the best of drivers should suddenly find himself forced to work for a second-rank team? It's not a question Giaco finds easy to answer; the truth is probably that he can't say all he would like to. *"When at the end of 1982, Alfa Romeo launched Euro-racing, it was discovered that there wasn't room for me in the team. So I was set*






**Three portraits and four different cars sum up the changes in Bruno Giacomelli's career. Time has passed, yet he has still to show the same form in F.1 which won him a record eight victories with his F2 March-BMW in 1978. (photos: DPPI et Asset)**



*adrift. I had to take what I could get. Don't forget that the season was well under way and the driver market was consequently stagnant. There wasn't much choice. The 'Get rid of Giacomelli' operation started in Alfa Romeo. Euroracing had nothing to do with it. But the means used, which were sudden and brutal, did much to damage my professional reputation."*

And his morale, too? Did that firing undermine his will to win? Did it make Giaco feel there was no point in keeping his foot down on the accelerator if a firing was all he got for his pains?

*"Absolutely not. My passion for the sport remains unchanged, so does my desire to win. I'd like — oh, how I'd like! — to bring something to a fruitful conclusion. It's frustrating to race just to make up the numbers. But the truth is, F1 needs its supernumeraries; and yet if you look at the finishing order, you find always the same names, it's always so-and-so or so-and-so. Piquet, for instance: he's not the best. You could stand here for ten hours and try to convince me that Piquet's the best and you wouldn't succeed. But Piquet wins and the rest are supernumeraries. You tell me: to have a Grand Prix, you need the Theodores, too; but can a Theodore win? Would Piquet win in a Theodore? It's difficult to make objective valuations of drivers based solely on results. Motor sport is not tennis, where it's just you and your racquet; it's not athletics, where it's just you and your legs. Consider motorcycles: Kenny Roberts is a racer of great class, but his bike is certainly not the kind of bike you can just go out and buy. If you really want to know a driver's quality, you have to look carefully at what he did in competition with those adversaries who had cars not so very different from his own. I defy anyone to tell me that I'm no longer capable of driving. The fact is that I'm in a deeply frustrating situation. Why? Because I had grown accustomed to winning and now I no longer win. But if you want to know how I drive, just go out on any given corner during a race. You won't find that out sitting in the pit-lane. A journalist who stands there will never understand who's good and who isn't. They don't even come and ask me what happened any more, but still they write the same old rubbish about me.*

*"But I know myself. I know I'm one of those people who just doesn't give up. If that weren't true, I would never have made it into F1. Even if they put sticks between my legs to trip me up, I just keep going my own way. All the way, I give my all. I'm going through a bad time, but I still have the guts to go on, I still have faith in myself and faith in God."*

Yes, but a hard man would say: your F1 results have never been up to your results in lesser formulae, not even when you were with Alfa Romeo. And then your morale must have been pretty good, at least as good as your car?

*"What wrecked everything was the rule changes and the withdrawal of Goodyear. In 1980, the Alfa had only just come back to racing; no sooner had it become modestly competitive than it had to start again from scratch; first with the abolition of skirts and then with all the other changes that followed. What's more, we had built a car that respected the rules: at five centimetres off the ground, it was going pretty well. But the rest of the field cheated. And frankly, you can't race honestly against dishonest adversaries. My problems were the same as the team's. And then look at those who followed me in the new Alfa; who's done any better than I did?"*

There is no hostility towards his old team in Bruno's tone. He's certainly one of the few drivers to have a good working relationship with his team-mate. Of Derek Warwick he says: *"He's a very fast driver and a good man."* De Cesaris has remained one of his best friends; they recently holidayed together in Sardinia, skindiving off Bruno's rubber dinghy which takes up most of the space in the family garage. And Patrick Depailler... Patrick has a special place in Bruno's heart, for it was Patrick, he says, *"who developed the Alfa Romeo to its best before that tragic accident at Hockenheim."* It is Patrick's photograph, handsomely framed, that figures on Giaco's desk.

We go up to his bedroom. There, too, the sheer mass of memorabilia is staggering: bric-a-brac, sword sticks and weapons, including reproductions of the notorious Soviet Kalashnikov and the American M16. There is a telescope for star-gazing, an exercise bike, an electric guitar, a hugely professional hi-fi worth a fortune. Putting on a cassette of hard rock — his preferred music — Giaco took up one of his helmets: *"I keep them all,"* he said. *"I don't like to give them away."* On top is the now-celebrated Pink Panther: *"The first one I was sent by a little girl. She'd cut it out herself and suggested I use it as a sort of trade-mark. I liked the idea. The Pink Panther is shrewd, cunning and, despite appearances to the contrary, he's a winner. From then on I've always worn it on my helmet. Marlboro's been kind enough to give me some ready-made-up stickers."*

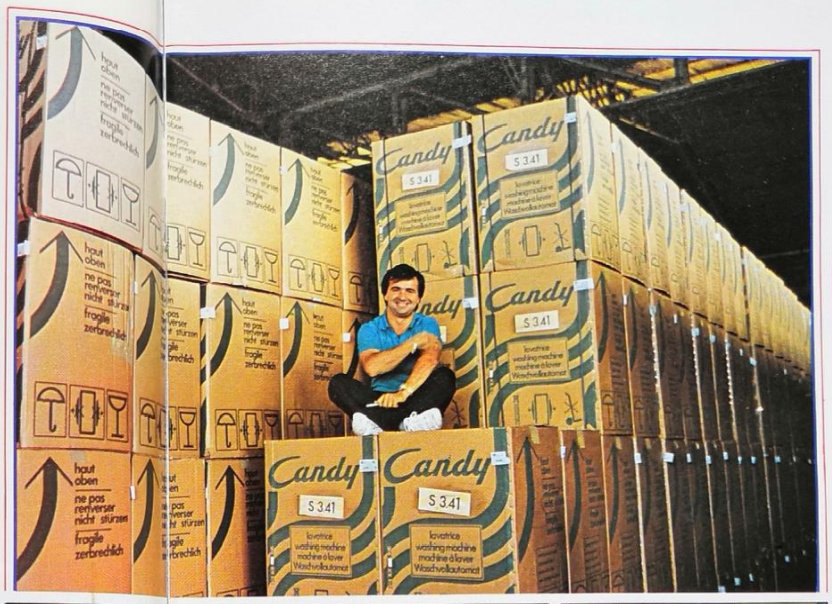
Asked about his role in the famous drivers' strike at Kyalami, Giaco fenced with the question: *"If I had a role of any sort, it was because I told jokes and kept up everyone's spirits during the long hours we were locked together in that hotel. But it's a fact, however, that I was one of those who was most convinced that we had to fight for what we sought. I paid for it, too: a 5,000 dollar fine which I believe I had every right to refuse to pay. In those days, we were all in agreement; and those who weren't soon left the meeting. If I remember rightly, only Jochen Mass and Teo Fabi did. Rather than a strike, it was a protest against FISA. What we asked for was certainly acceptable, despite what was subsequently said. I carry on this union activity in the PRDA* (Professional Racing Drivers' Association): *Niki Lauda, Laffite, Alboreto and I are on the executive committee. We have solved a number of problems; we are responsible for the flat-bottomed cars. Now we're taking up this business of qualifying tyres which make practice so dangerous. We have to find come way to modify the system."*

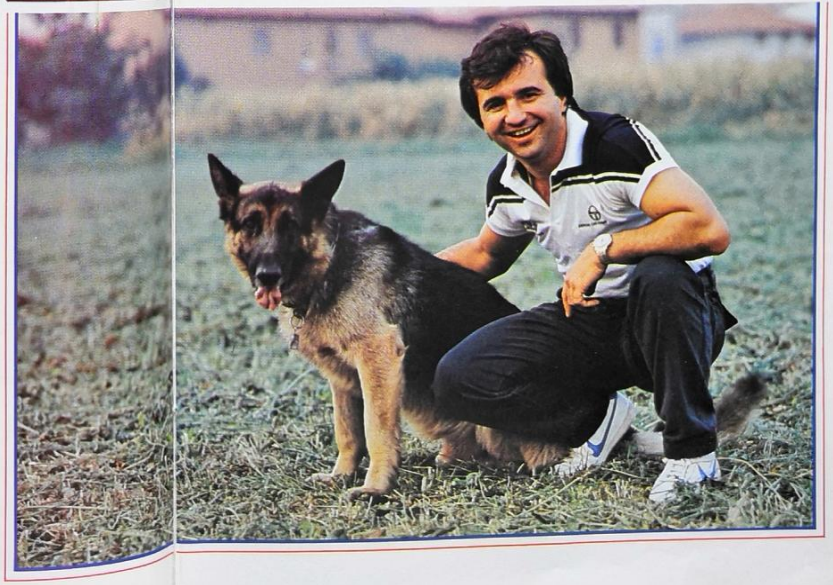
Suddenly, I asked him how much he'd earned racing. Without a moment's hesitation, he answered: *"A lot. I've never made it to the million dollars a year class, but I am amongst those who, taking all income into account, have made most. Things are a bit different now: my personal sponsors put a different value on Toleman from that which they put on Alfa Romeo."* And what has he done with all that hard-earned money? Could he give up racing? *"I'm not about to retire,"* he answered, *"but if I did, I'd be allright; I've invested my money well."*

That led to a visit to some of his investments. We head out of the house — to the disappointed whines of his Alsatian, called Robin after Robin Herd, the man who saw him through his European championship. In his father's armoured Alfetta 2000 (his own Mercedes 500 was stolen at Imola during the San Marino Grand Prix) we motored to a neighbouring village where one of his brothers-in-law, an architect, has built (with Giaco's help) a factory producing kitchen furnishings, the VIEM. The kitchens are truly elegant. The architect designs them personally for each customer and, given their quality, they are very reasonable. *"Considering what I invested, the business gives me a 100 per cent return,"* says Giaco. *"The question is whether we should expand the business."*

Other funds have gone into two big shops in one of the new shopping centres nearing completion and there are further investments in finance. Plenty of money, but not enough to realize what remains the real dream of his life. *"In the beginning, when I 'borrowed' Papa's Fiat 600 and set off to do a little autocross on the unfinished motorway, I didn't really think I'd become a professional driver. I could draw well and I hoped perhaps to become a designer at Ferrari. When I think of the nights I wasted with that fantasy...! And even today, I admit, that's what I'd like most to do: to become a constructor in my own right, put together my own team, build cars that carry my name, even if it were in less important races. I think I'd be up to it. At heart, I remain a man enamoured of machines. I know everything there is to know about my Toleman; I could take it apart and put it together again bit by bit. So I don't think that building a single-seater car is beyond my grasp. I've made so many drawings! I truly think I'm competent. And who knows? Perhaps, with some help from my friends, and above all with the help of God, I might really do it one day!"*

Put his head in the lion's mouth. □





**No doubt about this happy man: he's glad to be alive, despite the lack of success that's been coming his way for the past few years. (photos: Winter)**

## SCRATCH TWO REDS

*Coming to Brands Hatch there were four would-be world champions, but now there are only three. All is lost, this year, for Patrick Tambay, and René Arnoux's situation is scarcely any better, for he has no more than a mathematical chance of taking the title from Nelson Piquet or Alain Prost. It looks as though Ferrari will really be trying to pull something special out of the hat in time for the South African GP...*
*(Photos: First Line)*

## FLAMING ICE RINK

Exit from Paddock Bend, lap 28: under the back of Danny Sullivan's Tyrrell 012 there's a sudden, huge burst of flame. The rear tyres, smothered in burning oil, instantly lose their grip, sending the American off the road in a terrifying high-speed spin. Sheer luck alone kept him from hitting anything solid, but although he got his car restarted he was very quickly halted from continuing his first race with the latest 012.
(Photos: Nicolls, Baulackey, Asset)

## THREE'S COMPANY

***Although three Williams-Cosworth FW08Cs were entered at Brands Hatch, one of them was destined not to qualify. While Keke Rosberg (1) and new recruit Jonathan Palmer (42) made the cut, Laffite (2) was left in the cold as a result of engine and tyre trouble. It was the second race in a row that his world had collapsed on the cheerful Frenchman. Nevertheless, he was soon looking up again, and by the next race, at Kyalami, he will surely have put these disasters behind him thanks to turbo-power. There are expected to be two of the new Honda-engined FW09s... and the Williams search for points will have re-started in earnest. (photos: Asset)***

## OUT OF ORDER

With René Arnoux spinning out of action on lap 20, and Patrick Tambay losing his brakes and crashing on lap 68, it was not a good day for Ferraris. Patrick's championship chances are now completely dashed, while René is 8 points behind Prost and 6 behind Piquet: for him the race at Kyalami promises to be "double or quits" with a touch of Russian roulette... (Photos: First Line & Baulackey)

# BLACK IS BLACK

***They fought like lions for the lead, but on lap 11, Elio de Angelis spun alongside him and that was that : they touched and the superbly-functioning Brabham-BMW was done for. In utter despair, Riccardo Patrese fell back to seventh place at the finish ; it was an ill-merited fate for the much-decried Italian driver who remains one of the fastest drivers in the business... (Photos : DDPI and First Line)***

## TRUE BRIT

***He finished fourth at Silverstone and made it up to third at Brands Hatch. Nigel Mansell is a success on British circuits, where his Lotus-Renault sensibly allows him to show himself at his best before the home crowds. Elio de Angelis, Riccardo Patrese and Patrick Tambay were his involuntary accomplices, but at the hour of reckoning, it's the results that count. (Photos : First Line and DPPI)***

## TOTAL SUCCESS

*Two grands prix in one country is something out of the ordinary, except in America. but here, after the British Grand Prix at Silverstone we had the European at Brands Hatch. There are times when the British autumn dishes up unpleasant surprises : not this time, for the sky was blue, the sun warm and the public came in droves. All the elements of a fantastic day for the sport were there and the Principals showed themselves at the peak of their art. (Photo : DPPI and Vandystadt)*

## SUCCESS INCOGNITO

***It's hard to think of anyone who noticed the race Andrea de Cesaris drove at Brands Hatch. At the start, he was stuck in a tight little pack consisting of Tambay, Winkelhock and Warwick and he finished the race without achieving anything truly noteworthy. But the Italian gladiator only just missed the podium, finishing a mere four seconds behind Mansell. It was his best result since Hockenheim.***

# GUNTER SCHMID

(photos Asset and DPPI)

**As far as most of the people in the paddock are concerned, he's a lone wolf, impossible to approach. Others say that his main claim to fame is in the turnover among his girlfriends (he's had even more than he's had drivers or even team managers). "But I am not a playboy," insists Schmid: "playboys don't work as hard as I do." The ATS boss, German to his boots, is certainly a man with many interests in life. And with many faces...**

***by Heinz Prüller***

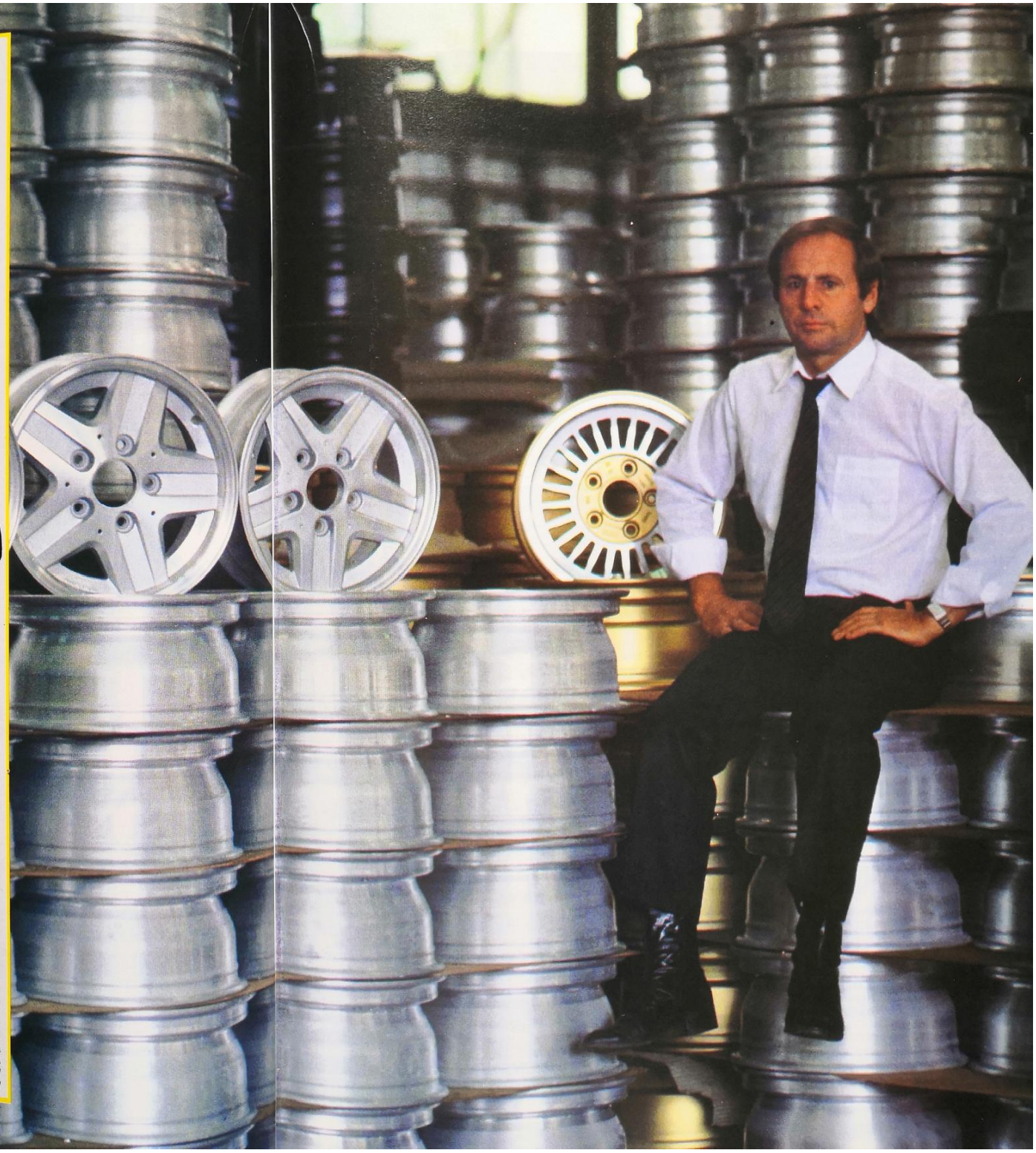
Meet him privately and you discover a nice, charming, generous man. Business-wise he must be a success: how otherwise would he have become the world's number 1 producer of light alloy wheels in less than ten years? In Formula 1, though, he is still struggling, mainly with problems inside his team: why so?

*"Probably because he treats Formula 1 as his hobby which he wants to do 100 per cent. Since wheels are his business, he delegates. In Formula 1 he doesn't. He wants to do it all by himself — and that's where the problems start,"* explains one of his associates.

Schmid's life rotates between wheels and engines, but in earlier years (he's now 51) it was more poetic. *"My parents were market gardeners in a pretty big way,"* says Schmid of his youth in Mannheim. *"They had 20 employees and their company became important during the war years. They were given priorities: for example when we were bombed by the Americans and English, and the greenhouse windows got broken, they were able to have glaziers come in next morning and replace them."* The food they grew was essential to survival then: *"we used to have 500 people lining up every day to buy vegetables."*

Now, half of lifetime later, the land where once the Schmid family fed the city belongs to Daimler Benz. *"They build trucks there..."*

The thing that Gunter remembers most clearly of those times is the little car, a BMW Dixie, which was given to him for his 16th birthday. *"I stripped and rebuilt it all week: I was the happiest boy in the world*



*when I could drive it for three hours on Sunday afternoons. Almost everything I learned about cars I learned from that Dixie. Later I sold it to an engineer — and he never managed to get it going."* This, therefore, is probably the reason why Schmid still distrusts his designers and team managers. As he used to say many times, *"I know more about technical matters than they do..."*

Since then his life has gone in three distinct directions: private life, business life, and racing. *"All three of my brothers went to work for the city of Mannheim. That wasn't for me. As my mother used to say, 'Gunther, one day you will do something big with your life.' So I learned about the transport business, and soon I had five trucks, operating between Mannheim, Stuttgart and Heilbronn."*

Meanwhile, his wife ran flowershops in Mannheim, three of them: the Schmids were a busy family. They were even busier when Gunter decided that he wanted to go racing. *"I did slaloms and hillclimbs and rallies, mainly with a BMW."* But in 1966 Formula Vee was imported to Europe from the USA. Schmid became a founder member of the F/Vee Association: *"I won almost all of the hillclimbs in which I took part, becoming the so-called German-US champion of 1967."* Racing with the Vienna-based Kaimann team (later to become famous as the entrant of Keke Rosberg's Super Vees), Schmid was even, for a short time, a racing team mate of Niki Lauda.

*"Gunter did quite well, although sometimes he was a bit hairy,"* recalls Niki. *"At Monza, in '69, we even had some arguments,"* says Schmid: *"my car was so quick on the straights that Niki complained about my engine being too powerful.*

*It didn't matter, because I nearly always went off at the first corner."*

He certainly took an interesting approach to his new hobby: *"when I was racing I didn't care at all what happened. I was ready to die every time I got into the car. Now, of course, it's a lot different. I enjoy living a lot more now than I did then."* By the time he did his last Super Vee race at Hockenheim in 1972 he had managed to survive, *"and I finished 2nd behind, I think, Manfred Schurti."* Yet, strangely, what fascinated him most about the sport was neither the competition nor the adventure, *"it was just the technical side.*

*I even built my own Formula Vee engines: one of them was 17 km/h quicker on the straight than anyone else's!"* Small wonder that he started inventing improvements to his car: *"in 1973 I converted my Lola to side radiators, and I was the first to have sidepods that generated extra downforce — the same idea that Colin Chapman made famous with his Lotuses."* It was ideas like these which carried Schmid's ATS-sponsored cars to championship successes years ago. Manfred Trint was German champion in '73, Freddy Kottulinsky took the European title in '74, and the Finnish driver Miko Kozarowitzky was driving for him in '75. *"The Finns,"* he remembers, *always wanted to make as much money as possible — and they took everything for granted."*

In the meantime, business and racing had destroyed the Schmids' family life. *"I was working 14 hours a day. I was never at home. So we got a divorce."* Their son Alf, 16, attends boarding school. Schmid himself lives in a beautiful house, 240 square metres, in Mannheim. His mother, now 70, looks after the housekeeping, *"at least until I can find a full time housekeeper. We also have two women who come in to help with the cleaning,"* she says.

So let's look at his ATS company. The initials stand for "Auto Technich Spezialzubehor," and it all began back in '69. *"When I decided to produce wheels the method we used was sand casting. But that way you have to make a mould for every single wheel. So I tried to find a more economical method, and I discovered that someone in Germany, Erich Stahlschnitt, had already found a technique and was using it. He made the castings for us. In 1973 he took over the shares in the business which had been owned by my former partner, Herr Bruch."*

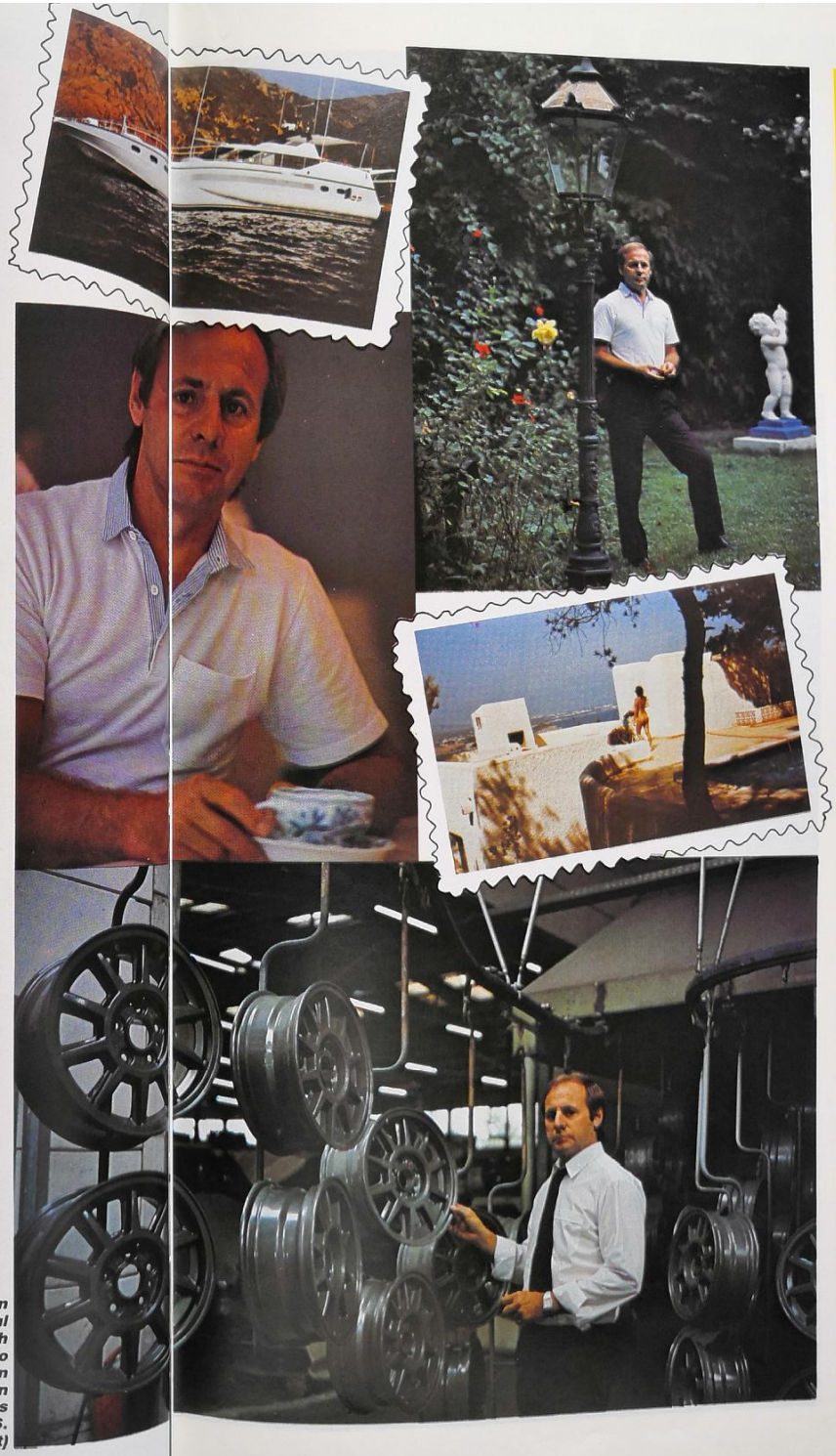
Getting started in the wheel business had cost Schmid 5000 Deutsch Marks, the equivalent now of about 2000 dollars. Today, of course, he is a millionaire in any currency you care to mention. ATS wheels cost anything between 70DM (30 dollars) and 170DM. Production in 1977 was 35,000 wheels per month, rising in '78 to 50,000 — which may be one reason why he's now involved in Formula 1 racing. *"There is no better advertising medium than racing,"* he insists, and the figures back him up.

ATS is now producing 1.5 million wheels per year, more than a million every month, *"and I could easily sell 20,000 more per month — if I had the facilities to produce them."* This is the reason why he invested 20 million DM (7.5 million dollars) in new machinery and a factory extension. The 400 people employed at ATS produce wheels for Porsche, Opel, Volvo, Mercedes, SEAT and (in small numbers) Ford. That, at least, is what everyone believed until a former ATS team member, journalist and PR man Wolfgang Koepp (who also used to be Hans Stuck's manager) claimed otherwise. It was on national TV, in a programme on which Schmid appeared after Manfred Winkelhock had failed to qualify for the German GP, that Koepp claimed *"Schmid does not produce wheels: he only buys and sells them."*

Appearing "live," Schmid was furious. *"We make 100 per cent of our light alloy wheels, from the first line on the drawing board right through to the final wheel. We even make wheels for rival companies. There is one company, though, that sends us plain wheels for lacquering and polishing. At ATS we have the very best facilities for planning, computer analysis and manufacture. We have always been innovators, too: in '74 we were the first to produce corrosion-free wheels, diamond-polished at 2500rpm, and it was as long ago as 1972 that we started making low-pressure die-cast wheels. Today, everybody is doing it..."*

Let's turn, then, to his racing team, a combination of big business and F1. Soon after he retired from racing himself, Schmid took over the Lola agency from Jo Bonnier, selling 24 Super Vees that year. The next step up, in 1976, was to F2. Kozarowitzky was to have been the driver, but it seems he wasn't good enough — and





**A lovely boat, an equally delightful villa on Ibiza (with a mermaid to match), a house in Mannheim and an F1 team: all thanks to ATS. (photos: Asset)**

neither was the Lola — so Schmid bought a Chevron which Jochen Mass raced three times for him. *"There weren't a lot of spectators and the publicity from F2 wasn't very good, so I worked out that I would only need a comparatively small amount of extra money to go Grand Prix racing,"* he recalls. *"For 350,000 DM (130,000 dollars) I purchased the Penske team, going straight in without knowing anything about F1. Our budget for '77 was 700,000 DM, and for that I got two cars, five engines and lots of spares. At the end of that year I bought a lot more engines from March, and Robin Herd agreed to work for us on an exclusive basis. That didn't work out as well as I had expected, so in '78 I had to build my own factory at Bicester, near March."*

The budget has risen almost out of sight in the past five years. *"It's gone up to two or three million DM per year, whatever it costs,"* he says, hitting four million in 1982, when the team had two drivers. *"In 1983 it has cost me 70 per cent more than it did last year, even with only one driver,"* which is the other side of having turbo engines. Or course, the money is tax deductible as an advertising expense, but it's far from cheap to have a PR campaign that roars along at 200 mph.

So far so good. Schmid has his fun. Business increases. And the Grand Prix circus (reluctantly) heralds "the first 100 per cent German F1 car since Porsche in 1962," even though it is built in an Oxfordshire village. They try to compare it with the much more successful Mercedes. *"Take off all the black and yellow and paint the thing silver,"* suggested one of the team's Goodyear engineers, *"then we can have a new Silberpfeil (silver arrow)."* The trouble with German journalists is that they want to compare every new German driver with national heroes from the past, men like Caracciola, Rosemeyer, even with Taffy von Trips — and they measure the success of their drivers on their winning cars' record: Mercedes, Porsche, Audi and BMW. It's a comparison which only Walter Röhrl stands up to, nobody else. Inevitably, therefore, in a highly industrialised country like Germany, there are critics.

Everyone has heard the story that it's impossible to work with Schmid. That he wants to do everything by himself. That the atmosphere in the team is quiet only when he's not here. Yet there's no denying that a man whose company turnover has been rising from 6.5 million DM per year in 1975 by an annual rate of 40 per cent cannot be a fool. *"What I want from life is perfection,"* he openly admits: *"what I have to do must be done perfectly. That's what leads to success in business."*

And personal difficulties? *"I only have problems with people who are useless. If someone is complimenting me, being subservient to me, I always get suspicious because I can't help asking myself what he wants from me. Every engineer who comes up in front of me is suspect."* But, he admits, *"for sure it's not easy to get on with me — especially for people who perform badly. In F1 you don't get the best people when you're new in the business.*

*So when I started in 1978 I had to employ some bad ones who had to be dispensed*

*with later. Some of them weren't really working, they were just having an enjoyable summer holiday."*
To the good ones he claims to be faithful. *"Look at Roy Topp, our chief mechanic, who used to be with Tyrrell and Wolf. He has been with me for three years now. And look at Mick Avery, the tyre guy, who was with Hesketh: he's been with us since 1978. My chief secretary, Elvira, has been with me for ten years, my manager for seven, and my accountant for six. All the important people have been with me for ever..."*

But there are others, Drivers, for example. Jarier, Mass, Stuck, Surer, Lammers, Rosberg, Borgudd, Winkelhock, Salazar. Of the latter Schmid says only that *"more people know my name than Salazar's."* Then there is the long list of drivers and engineers: Herd, Gentry, Brunner, Stroud, Brunner (again), Guilpin, Halliday, then Brunner yet again. Or team managers (an even longer list): Reinhardt, Strasser, Basche, Opert, Ramirez, Elford, Collins and Caldwell.

Does Schmid agree that he finds it difficult to delegate? *"You can delegate the questions of finance, of organisation, but not racing, and we didn't do so badly with me in charge. The engineering set-up of the car is something that I discuss with Brunner. Our last team manager, Alastair Caldwell, was with us for two years. At 100,000 DM per year (nearly 40,000 dollars) it was an expensive investment, and what did he achieve? He was already tired of racing..."*
What about the others, though? Schmid accused Fred Opert of having paid his private bills with ATS's credit cards, and the legal case cost Schmid 30,000 DM. When Peter Collins, later to become team manager at Williams, left, he was asked whether he left in good spirits. *"At ATS you can't even work in good spirits,"* he replied. Even after his designer Gustav Brunner had made a nice reputation for himself, Schmid complained that *"every day Brunner's name is in the newspaper; he's likely to become big-headed."* There is obviously, an ego problem, combined with a mixture of love and hate for racing.

*"I really hate racing"* is a surprising (but not uncommon) Schmid quote, *"and if I thought that I could pull out without losing any of the turnover from the wheel business, then I would stop racing."*
It would be a pity, because we would miss him a lot, and so would the motor racing circus. *"I don't belive that I have any real enemies in F1,"* he believes, *"and the guy I used to talk with most frequently was Morris Nunn,"* another underdog, albeit without the wheel tycoon's financial power. *"When my car was refused permission to practise at Jarama once, for some reason connected with the paperwork, FOCA was ready to start a boycott on my behalf. At the time, that was something unusual."*
There are, however, some amusing memories, like the time in Buenos Aires in 1981 when the team, against Schmid's will, had flown a new front wing design all the way across the world for Jan Lammers to try. *"I was sure that it wouldn't work because it wasn't strong enough,"* he said. Team manager Jo Ramirez and driver Jan Lammers thought differently, and tried to use the wing. To make sure they didn't, Gunter jumped on the wing, to prove that it wasn't strong enough. Sitting in the next door pit, a former ATS driver smiled and pointed to the *"millionaire who destroys his own toys."* Afterwards, whenever Schmid went to a FOCA meeting or happened to pass by the Tyrrell pit, Ken Tyrrell would call out, *"please be careful, Gunter, not to step on one of our wings..."*
Staying at the Sheraton Hotel in Rio, thieves broke into his room and stole 22,000 DM, while his driver Hans Stuck, in the next door room, lost 1000 DM.

Nevertheless, Schmid behaved like a gentleman, inviting all the German reporters to a Brazilian dinner which his guests

insisted they had to leave at 11pm. Schmid later discovered why — and had some very nice pictures taken with the reporters' local girlfriends at a Samba club the same night. But he never published them. *"And for one year I had a fantastic press in Germany..."* It was probably the only year that he got well treated. *"A few of them want to kick me whenever they get the chance.*

*Maybe I do react over-sensitively. But it's part of German character to make a mess on your own doorstep. If only there were two or three other German teams in F1, then it wouldn't be a problem. But with mine being the only one, it's me who has to take all the bullshit."*

His happiest day in F1 remains the first race in 1977 when Jarier came 6th at Long Beach, where Lammers put the ATS on the second row of the grid three years later. That day, even Bernie Ecclestone came up to the ATS area in the garage, slapping Günter on the shoulder: *"Well done,"* he congratulated. The worst experience remains the non-qualification at Hockenheim, this summer. And the funniest moment? *"Difficult to recall, because F1 nowadays is only business, nothing else. And you have to be fast, not funny."*

But there were days when an ATS team driver, who occasionally was dated by two girls at once, had to get rid of one of them, asking his team boss for help: *"This is Mr Schmid from Germany,"* he would say; *"he has wanted to meet you for a long time."* And there are, obviously, the groupies who surround the ATS motor home in the paddock, more than one being short of a room to stay. *"I love women,"* Schmid admits, *"I love them very much. But not the way most people tend to think. I am not a playboy."* His steady girlfriend is Killy (yes, like the French skiing champion) Mahoney, a London-born top model who does a lot of work in Germany.

Schmid also dates — they say — young girls, *"too young"*, they would remark. Says Günter: *"It's quite natural to meet young girls, because the older ones dont go out anymore. But they shouldn't be under 20."* And when — by accident — Schmid arrived at a place where a dubious party was going on, his German character won: he turned and left.

He likes it quiet, and has discovered a new world with his motor-yacht "Wheels", in spite of a horrifing day in 82: before the French GP, Schmid sailed from the Riviera to Ibiza, a few hours ahead of Nelson Piquet. Nelson asked: *"Please tell me on the Walkie-Talkie how the weather is."* Schmid could only flash: *"Waves okay"*, then everything was cut, a terrible thunderstorm, one which even k.o.'d Schmid's captain: *"We were sailing more under water than over water."* But Schmid loves his boat: *"It's healthy, it's fresh air, and there is only one place where you are — with whom you want to be. Nobody else can talk to you stupidly.* Home port for the 17 metre "Wheels" is Antibes, but Schmid has already ordered a new, much bigger ship for next year, to be named "Wheels 20".

So wheels are his life, wheels have led to everything else. For instance to the Arawak Hotel in Freeport, Bahamas, which he purchased in '79 for 14 million DM *"as a good investment for ATS"*. Since then, he has often tried to get rid of it, at least by time-sharing, but still has it, complete with the 750.000 square meter "Shannon Golf and Tennis Club" probably the most beautiful in the whole Carribean. I once spent a few days with him there, saw him dealing to purchase new speedboats, new golf caddy cars. One evening we had dinner at the famous "Xanadu", where Howard Hughes had been hiding out on the top floor for many years, and I got the idea: maybe Günter Schmid is the german version of H.H.! After all, he has tried so many things: apart from ATS he has a leather business, a jewellery business, all bought at a moment's notice and after very quick thinking. He has built or bought almost one hundred houses or apartments all over Europe worth 40 million DM. The biggest are three rented houses with 48 apartments each. Add the holiday villa in Ibiza, the nice ski chalet in the Swiss alps and you find yourself almost pitying Mr. Schmid because he has achieved so much — and has so little time to really enjoy it. Everywhere beautiful homes, but he is always in hotel rooms...

Like most millionaires, he has almost no personal demands. *"Once a year I go to Boss, buy clothes for 2500 DM — that's it for the year. I don't need more."* His sporty figure has not changed, in spite of hardly doing any sport (like Bernie). But he was once a boxer, having undergone year-long practice: *"To stay fit and healthy is the most important of it all. It's like in the jungle: when you hang around sick and tired, they eat you immediately."* For sure it's the same in business, for sure in Formula 1. In both fields, Schmid says: *"Whatever you do, you have to do it differently from the others. Because if you do it like everybody else does it, you achieve only what everybody else can manage — but not more. And I need more."*

A decade in wheel manufacturing, and now producing 500 wheels a day.
Seven years in Formula 1, and only 8 points, so far. □

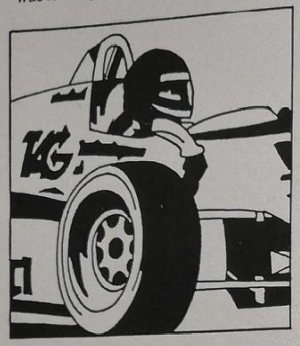
***Gunter Schmid's successes in the professional and financial fields can't be faulted. But so far the same rewards have not come his way in F1. Is it a millionaire's idle dream? Not at all: it is his unashamed passion. (photos: Asset)***

# EXTRA, EXTRA

## WAITING FOR BETTER DAYS

That Jacques Laffite should fail to qualify once, that can happen to anyone. That it should happen twice is odd. The French press was besieging the Williams motor home, full of conspiracy theories; the motor home remained shut off for the obligatory debriefing, and so did Jacques. When the door finally opened, there was Jacques, stretched out on the couch, pretending to hide behind a battlement of cushions and from time to time peering out furtively and irritatedly at the press. A Coke in hand, he finally joined us. He looked like a nervy teen-ager, face thin and split with a huge grin. *"I've decided to inform the press that I'm a wanker,"* he said. *"Yes, I assure you, it's true. You must put that down in your papers. Jacques Laffite failed to qualify because he's a wanker."* With that sort of response, how can you fail to see that Jacques is one of the best-loved men in the sport?

But his failure to qualify is a fact. He was last: behind Kenny Acheson and Teo Fabi. *"Okay"*, he explains, *"it's all really very simple. On Friday morning, my engine gave out. Come the afternoon, I couldn't get my front tyres to warm up. I stiffened the settings and I had a great time in the wet. I was sure I'd qualify. Then comes the afternoon, I first put on a set of C's. A valve was leaking. I had to stop before I'd even*



*set a time. I put on qualifying E's. It takes three laps to bring them up to the right temperature up front. At the end of those three laps, the rear tyres were done for. That's it. That's the whole story. Tomorrow I think I'll go put in a round of golf."* There followed a few moments of silence.

Then the tone grew increasingly bitter. *"It's unbelievable, isn't it?"* Jacques said. *"Frankly, it pisses me off. This is a super circuit and I'm not even qualified. While I was warming up my tyres, I let Jarier by, who was on his qualifying lap. Had I wanted to, I could have stayed with him..."* The man passes from laughter to tears with disconcerting ease: *"I asked Frank when he'd show me to the door. He said, forget about Monza and Brands Hatch. Just keep your mind on Kyalami."*

The press is mean. Laffite last, Jonathan Palmer qualified in his first grand prix in the self-same car. Nothing more is needed to raise conspiracy in overheated minds. Was Williams trying to shove Jacques out in favour of a British driver who'd just won the F2 championship?

*"No way. There's no plotting within the team. I have a two-year contract and even if my contract gave out this season, I think Frank would keep me for next season. I didn't qualify. Allright, that sort of thing happens. And in Williams, right now, we're not running to win. F1 today, and no turbo...?"* Keke Rosberg confirmed his team-mate's views: *"A plot to push Jacques out? Rubbish. But I'd rather you believed that than thought that Jacques was finished as a driver."*

A year ago, Jacques left Ligier and his old-time buddies because he wanted to join a competitive team. You can't reproach him for lack of adventuresomeness. How did he feel about it now?

*"Okay, from Silverstone on, when we hit the fast circuits, the team has no real business in F1. I've chalked up eleven points; others haven't scored any... At Long Beach, I was in the lead for a long time; at Monaco, I came in second; in Germany, I caught up to Rosberg. I don't think the balance sheet is entirely negative. I've learned to work with my team and I get along fine with Keke. A plot against me? Listen, when I came back to Frank Williams, I found the same man I'd left in 1975. It's just not the way the man behaves. If Jonathan qualified, I'm delighted for him. We put in a number of test sessions together. People inside the team know what to believe."*

Last year, when Jacques put an end to his seven-year rule at Ligier, Guy had no turbo and his finances were in a muddle. Today. Ligier would seem to have both money and a turbo. He's known to be looking for a Number One driver. Laffite? Laffite takes a moment to answer: *"Guy is not entirely at ease just now. Yes, he offered me a drive. I refused. Williams is a first-rank team. You have only to consider the reliability of its cars. They trusted me and signed me on for two years. I owe them something for that trust. We've been through trying year, but I see no reason to leave Williams just when we're about to get a turbo."*

**Xavier Chimits**



## JUST WHAT THE DOCTOR ORDERED

Almost an hour after the European GP had finished, Jonathan Palmer was standing in front of the Williams pit, discussing the race with well-wishers and fans while the mechanics packed up in the garage behind him. An occasion like this — 13th place and 3rd "atmospheric" in his first F1 race — should have been an excuse for a celebration. Yet he was happy to be there in sweaty blue overalls among the fans whose pennies had helped him through some difficulties in 1981, when he was the first beneficiary of the voluntary "Racing for Britain" F3 project.

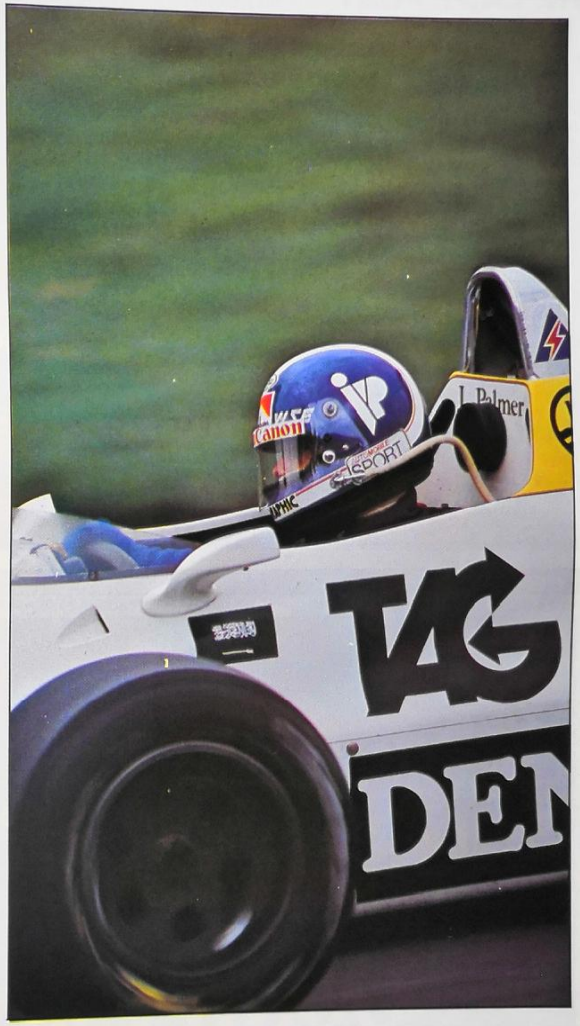
For a newcomer to F1, Palmer is a thoroughly detached 26 year old. He has a disconcerting habit of holding a lucid discussion at the same time as he's looking around for a familiar face, almost as if his mind is working in two different directions simultaneously. Here, though, he was happy to chat, delighted to have "made his bones" in a convincing, fast drive — and to have been the only one of the three Williams drivers to have been classified a finisher.

So, Dr Palmer, what was your diagnosis? *"Oh, I know that I have a lot to learn, but I'm satisfied that I'm not going to be uncompetitive in F1. The biggest difference between the Williams and my F2 Ralt-Honda, I've found, is in the tyres: in F1 you have to hustle the car into corners, bully it, to get some temperature into the tyres. In F2, with the Michelin radials, you have to drive neatly and precisely, but unless you keep the F1 dancing across the road you won't get any temperature into the rubber."*

In the past four weeks "JP" has won the F2 race at Mugello (his fifth consecutive win); raced a group A BMW 635 touring car at Silverstone; shared the Canon Porsche 956 with Jan Lammers in the group C enduro at Brands; and now this. Yet being Britain's most sought-after young driver hasn't swelled his head.

*"You know,"* he said, *"my mirrors had got smothered in oil from somebody's car — maybe Ghinzani's Osella — and I was desperate not to get in anyone's way. James Hunt commentates for BBC television, and I would have hated him to have criticised me on the air for not watching out when the faster cars were lapping me.*

*"If I had learned about the tyres earlier I would probably have been quicker at the start. As it was, I was racing Guerrero's Theodore for quite a long time. Even though he was running non-stop, and my car was lighter and faster than his, he was driving very well, without making any mistakes, so I couldn't pass him unless I took a risk. If I made a mistake today, it was probably by being too cautious... but that's a good fault, isn't it?"*




He was full of gratitude to Jacques Laffite, who had gone out of his way to offer encouragement to the new recruit. *"When you think that we were rivals for one of the last places on the grid, and that I beat him to it, you know what a sincere, helpful person Jacques is. I felt very sorry that he didn't qualify."*

And the future? The detached look appears for a moment as he explains that Frank Williams has told him that there will be no F1 place for him until 1985 at the earliest. It doesn't deter this ambitous, talented Englishman. *"Now that I've begin to learn about these cars I can't wait to get started with a team and learn about driving them properly. I feel I know everything there is to be learned about F2 cars: now I want to master F1 techniques..."*

**Mike Doodson**

# EXTRA, EXTRA

## THE LAST POST

*"As the laps went by, more and more I began to lock up my wheels under braking. I insisted on the rear brakes; the problem stayed with me. So I thought perhaps the rear discs were heating too much and I pushed the lever forward. Still no result. Corner after corner, I continued to try out new solutions; but I was increasingly forced to pump the brakes and the brake pedal went further and further down. Mansell caught up to me quickly and passed me without any difficulty. A lap later, when I took Druids under braking, I pushed right down on the brakes but the pedal went right to the floor and the right front wheel briefly puffed smoke. I missed my line and came into the corner wide; I went straight to the outside and banged right into the wall of tyres."*

His face was covered in sweat, his hair was pricked up like a comic strip hero: Patrick Tambay had just come back to the pit-lane across the track. Immediately surrounded by Mauro Forghieri, the engineer Carletti and a Goodyear man, Patrick knew that his third place had been solid and sure, but it had been snatched from him a mere eight laps from the end. Anyway, his pretensions to the world championship had gone up in smoke:

*"At the start, I had B tyres on the left and softer C's on the right. My balance lasted only 15 laps. After that, the car started wandering with a will of its own. During my refuelling stop, I mounted three C's and one B on the rear left. I was better in the left-handers but I was understeering and I had to adjust my antiroll bar and put it into a harder setting. I was a bit short in fifth gear and I had to undo the rev limi-*

*ter to take up a regular 12,000 rpm..."*

Adjusting the roll-bar was nothing new for Patrick. During the second adjusting timed practice session, Patrick used it constantly:

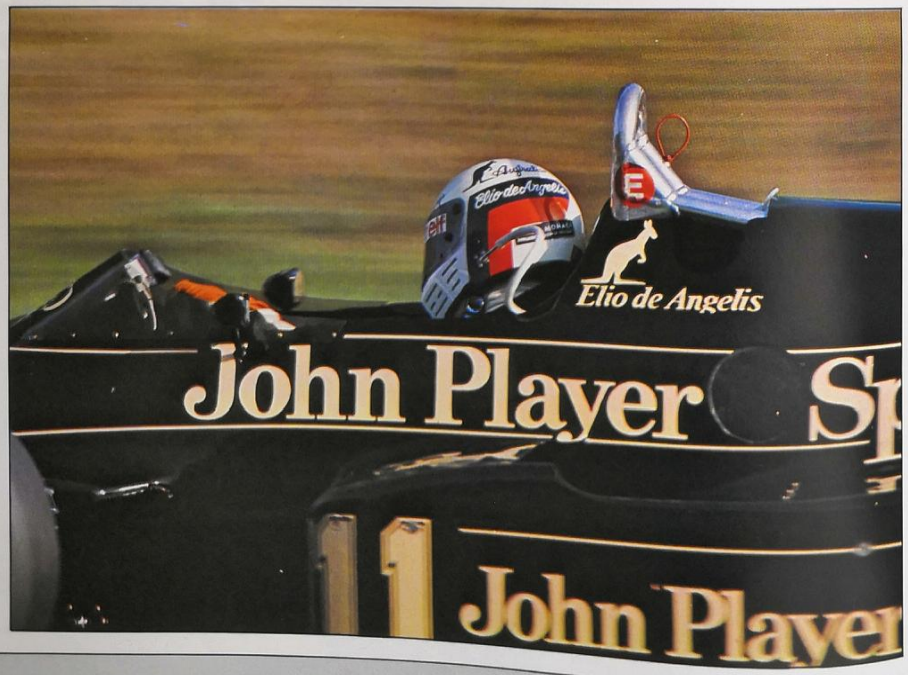
*"On my fast laps, I had constantly to readjust the balance of the car. The tyres warmed unequally front and back. The rear tyres warmed up quickly and I started out with understeering; there followed a brief period of equilibrium and then my grip became extremely precarious. It was an odd phenomenon, but we weren't the only car on Goodyear tyres to suffer from the same problem."*

These banal technical problems were underlined by an unusual incident — and one which literally took his breath away — when he went out on his second set of qualifiers:

*"Coming out of Paddock, as I gripped the roll-bar adjuster on the left side of the cockpit, my hand slipped; I hit the fire extinguisher button and cut off all the electric circuits on the car. The cockpit was suddenly icy and I had to leap out of the car..."*

Twenty-four hours later he abandoned his Ferrari again, and just as quickly, as it lay immobilized at the edge of the track. His left arm was numb and his soul suffered an indefinable chill. He knew that at that moment on, the championship was to be fought out by three drivers, not four. And he was not one of them.

**Didier Braillon**




## LOTUS UNFOLDS

For a long time, it looked like the best possible week at Lotus. On Friday, the sleek cars that Gérard Ducarouge is building for John Player scored a scarcely believable one-two on the grid; on Saturday, though both Elio de Angelis and Nigel Mansell thought that there was well over a second more to be squeezed out of the cars, that wasn't to be. Still, a pole position and a third place on the grid were no mean feat for a team that, not so long ago, was not really in the reckoning.

If Elio seemed at ease, his teammate Nigel Mansell was obviously less so. And, come to that, it had not been easy even in the practice sessions. Both Lotus cars had gearbox troubles on Friday morning: then in the afternoon, Mansell was ahead of de Angelis until practice was interrupted for Andrea de Cesaris' accident at the forty-minute mark. As the team was devoting all its efforts to Elio and very few to Mansell, that cannot have pleased team-manager Peter Warr.

But when practice re-started Elio was on pole and Lotus no doubt felt exhilerated. Nigel, however, complained that his *"first set of qualifiers didn't give me a very good balance. The second was better, but I wish I'd had a third set."* As for Elio, he experienced no problems whatever, apart from a trifling misfire over the 10,000 rpm mark.

Saturday afternoon was all glory, as we know, and Elio held on to his Friday pole position, commenting, *"I wish the old man were here, he would really have enjoyed it!"* So apparently did Elio, who was all smiles. Mansell, however, was in a much grumpier mood. *"I'm getting no help of any kind,"* he said in that flat Midlands voice of his. *"Would you believe it, I actually had to beg some fuel for my car, and at first they wouldn't even pay attention to me. Finally Bob (Bob Dance, the Lotus chief mechanic) said, 'Allright, while Elio's still out there, but hurry up!'"*

When it came to race day, de Angelis indulged in a rare moment of camaraderie with Riccardo Patrese (generally, there is not much love lost between patrician Rome and industrial Milan), going over to wish him luck on the starting grid. It was to be an ironical greeting in the end, because Riccardo was to be the instrument, if not the cause of Elio's undoing. Outgunned at the start by Nelson Piquet, Elio was keeping in touch quite well for 11 laps. Then on lap 11 he tried to take Patrese on the inside at Surtees. In the judgment of all, that is no place to try it on: the result was a collision that effectively put him out on lap 13.

Of the collision, Elio said: *"Patrese just shut the door on me. I had nowhere to go and we both spun off together."* Then, with perhaps more judgement, he added: *"It didn't matter anyway, because my engine was already giving me trouble. I knew something was wrong and a few laps later the engine packed up."*

That left Mansell the task — as he has done so often in the past — of upholding Lotus's fortunes. *"I got away well,"* he said, *"and I even thought, hello there, I'm going to get out ahead of everybody. But the left rear tyre — we preheat all our tyres — somehow just stayed cooler than the others; it just wouldn't grip and the car was unbalanced. Gradually it warmed up and then the car went fine. But before that, Elio had already damned nearly put me off! As far as I can see, he just gave the race away with Patrese, but I wasn't there. And for me, third place is a good result. It tells its own story on my current situation at Lotus.*

*"I'm confident of having a good drive next year, although there's no guarantee that it will be with Lotus; but I do expect to race in South Africa — at least they haven't said anything to the contrary — even though my option is really up on the last day of September."*

Another happy participant in this unfolding of the Lotus was Pirelli. For the Italian tyre manufacturer, whose season has been fraught with disappointments, it was vindication in fine style: it was Pirelli's first appearance on the podium; three out of their four cars were in the first six; and their cars put in the first and third fastest laps (Mansell and Warwick). As the Pirelli men said at the end of the race, *"If we'd had the Ducarouge car at the beginning of the season, the story might be very different."* So might Nigel Mansell's, if Lotus were to show him the same trust that Chapman gave him. But what really angered Nigel was somethng quite different: *"I drove my balls off,"* he said, *"and all I get is a bunch of flowers. I've only won one trophy in F1. I was really looking forward to that more than anything else."*

**Keith Botsford**

## ALFA ROMEO EURORACING

183T/05 : Andrea de Cesaris (I)
183T/04 : Mauro Baldi (I)
183T/03 : T-car

The Autodelta-prepared V8 engines have been fitted with modified turbo waste-gates, the pressure now being adjustable using a compressed air system similar to the one first seen on the TAG/Porsche V6. Claimed advantages are reduced throttle lag and an increase in boost at low engine revs. For Brands all three 183Ts were fitted with Monaco-style three-plane rear wings. The new car, with revised suspension and nose, was expected to go to Balocco for its first test three days after the European GP. The T-car, which carries chassis no 03, is in fast 02: the Euroracing management, having other things on their minds, have only recently informed us of this fact. Timed practice on Friday had to be stopped after 40 minutes when de Cesaris, having tried to accelerate too soon out of the fast Westfield bend when going for a quick time, lost control and crashed chassis 05 heavily. In spite of the left rear wheel and much of the suspension having been torn off, the car was repaired overnight, in time to run again on Saturday. The engine was changed in the lunch break, but de Cesaris wasn't happy with the replacement unit and ran the T-car in the afternoon.

## ARROWS-COSWORTH

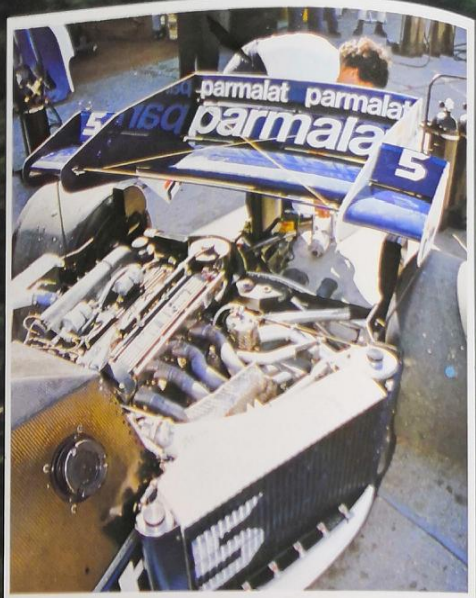
A6/4 (2) : Marc Surer (CH)
A6/5 (3) : Thierry Boutsen (B)
A6/1 : T-car

No changes to the A6s, which were fitted with the aerodynamic set-up already seen last month, with front wings having a low angle of attack and the addition of small wedge-shaped fairings mounted ahead of the front wheels. For this race they were sponsored by McConnall Mason, motor racing's own London art gallery. On Friday morning Boutsen had an engine failure following a broken valve spring.

## ATS-BMW

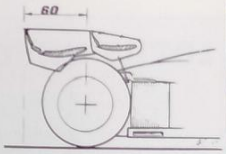
D6/03 : Manfred Winkelhock (D)
D6/02 : T-car

Back at work after a one-race enforced "holiday" was ATS designer Gustav Brunner, still wearing the plaster cast which reminds him of the narrow escape (and broken leg) which he had at Zandvoort after being knocked down by Eddie Cheever during an unscheduled pit stop. The D6s were fitted with large front wings, although the most important change was the exhaust system, specially made by BMW following repeated failures of ATS's own exhaust. The main (engine) side of the system exhausts underneath the half shaft, while the secondary (waste-gate) part goes above it.




## BRABHAM-BMW

BT52/04 : Nelson Piquet (BR)
BT52/06 : Riccardo Patrese (I)
BT52/05 : T-car




The most noticeable change to the BT52s was the adoption of a giant Ferrari-style rear wing complete with side "ears." The four-cylinder BMW engines were fitted with smaller turbo units than the ones used at Monza, and according to a press release from Munich they now develop 700 horsepower with a boost pressure of 3.2 bar (for qualifying) and 640 horsepower under race conditions, at 2.9 bar. Throughout the weekend Patrese used regular cast iron discs, while Piquet was using the lighter carbon fibre variety: after a misfire had developed in the engine of his race car during the Sunday warm-up, Patrese switched to the T-car for the race.

## FERRARI

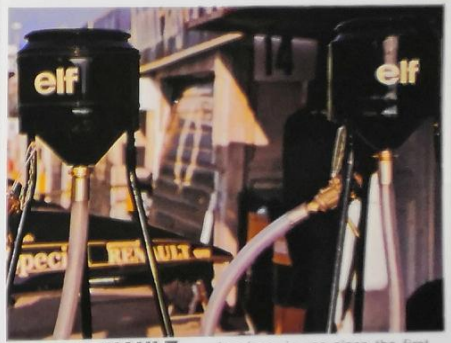
126C3/069 : Patrick Tambay (F)
126C3/068 : René Arnoux (F)
126C3/067 : Tambay T-car
126C3/066 : Arnoux T-car

The turbocharged V6 engines were fitted with a new and different engine management system, details of which Ferrari refuses to release. The external spray cooling system, illustrated by a sketch in the last GPI, has now been changed; the bottle containing the cooling agent (which is still water, but can be replaced by a liquified gas) is mounted flat inside the sidepod, at the front. It seems that Ferrari has now embarked on an ambitious plan of research into different engine layouts for 1984. A turbocharged 4-cylinder has already been tried on the test bed, while some very advanced projects centre on the present V6 unit using no fewer than six turbocharger units operating on a compound basis, with one turbo used to compress the incoming air of the others. A turbocharged 12-cylinder engine is also being investigated. Tambay lost boost pressure while using his first set of qualifiers on Friday afternoon, and had to use the second set on his T-car. On Saturday he accidentally set off the fire extinguisher of the race car, and once again was obliged to use his spare chassis.

## LIGIER-COSWORTH

JS21/04 : Jean-Pierre Jarier (F)
JS21/03 : Raul Boesel (BR)
JS21/02 : T-car

Although no modifications have been made since Monza, a lot of work has been done to update the '02' T-car. For the first time it was fitted with one spherical pressure reservoir per wheel for the hydropneumatic suspension (instead of one large unit each for front and rear wheels). The team's designer, Hervé Guilpin, was back at a circuit for the first time in many weeks, having been busy at the team's HQ in Vichy laying out the design of the new Ligier which will be powered (for '84) by a Renault engine.




## LOTUS-RENAULT

94T/3 : Elio de Angelis (I)
94T/2 : Nigel Mansell (GB)
94T/1 : T-car

On Friday the 94Ts were fitted with Renault-style "mortar" exhausts, which blow the escaping gases across the sidepod in front of the rear wheels. Manufactured by Lotus, the system is shorter than the one used by Renault, but it was removed before the end of the afternoon. Thereafter the British cars were fitted with the "spaghetti" exhaust system which blows underneath the small rear-mounted underwings: this system has been in use since the first appearance of the 94T at Silverstone. The front wheels, like the rears, are now light alloy castings from Dymag. Fitted with the "chip cutter" four-plane rear wing, the Lotuses had minor gearbox problems (5th jumping out on de Angelis's car, a broken 4th gear on Mansell's) on Friday morning. De Angelis was switching between his race chassis and the T-car throughout Friday, when he took the overnight "pole" with 94T/3. He held the pole on Saturday with an improved time, but not before a fairly heavy shunt at Druids while trying rain tyres on Saturday morning seriously damaged the T-car.

# Cockpits

## OSELLA-ALFA ROMEO

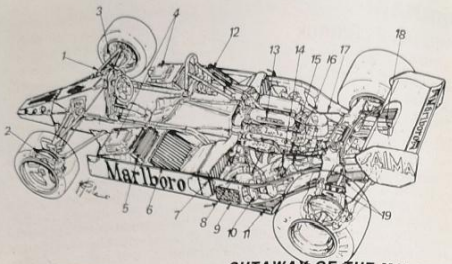
FA1E/03 : Corrado Fabi (I)
FA1E/02 : Piercarlo Ghinzani (I)

No changes. On Saturday morning both Fabi and Ghinzani tried the supplementary rear wing seen earlier this season. Enzo Osella has already started work on the new car, one of which will race next year with an Alfa Romeo V8 turbo provided by Autodelta. Fabi failed to qualify.

## RAM-MARCH-COSWORTH

RAM 01/3 : Kenny Acheson (GB)

**No major changes. The RAM-March was fitted once again with the larger rear wing seen earlier in the season. Having got among the top 26 qualifiers on Friday (as at Monza), Acheson had the disappointing experience of slipping back on Saturday, to an agonising "first reserve" 27th place overall.**

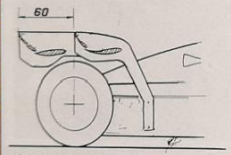



***CUTAWAY OF THE McLAREN MP4-1E-TAG PORSCHE***

## McLAREN-TAG PORSCHE

MP4-1E/02 : John Watson (GB)
MP4-1E/01 : Niki Lauda (A)
MP4-1C/02 : T-car (Cosworth engine)

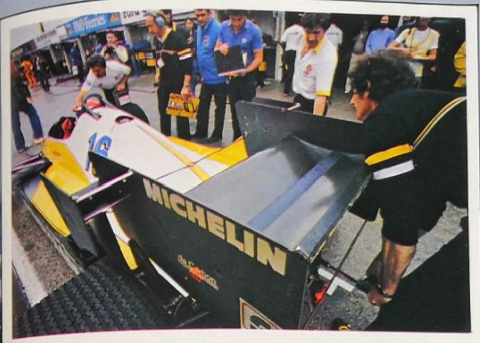
The positions of the waste gate and exhaust system on the V6 TAG-Porsche engine have been changed since Monza. On Lauda's chassis the cooling system has also been altered, using a one-piece radiator separated longitudinally into two parts, one for water,




the other for oil. Watson's chassis still had the earlier system, using two separate units. Additional cooling holes have been made in the side pods, around the turbos on the Watson car and also around the new radiator on Lauda's. Watson was using traditional cast-iron brake discs while Lauda had carbon-fibre parts, drilled with radial holes at the front. The biggest single change, though, was the adoption (as on the Brabhams and Renaults) of big Ferrari-style rear wings, with side extensions. Both drivers tried the wing in the Friday morning untimed session and decided to use it (two examples were available) for the remainder of the weekend. There were only four of the Porsche V6 engines available for this meeting, and one of them broke on Lauda's car on Friday morning. With no T-car yet available, this meant that he had to wait until 20 minutes before the end of the official session for the replacement V6 to be fitted.

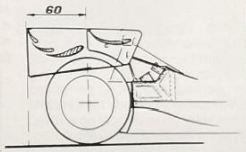
***(Monza specification, using separate oil and water radiators and small, non-Ferrari type rear wing).***

***1 : front suspension, identical to that used on the McLaren-Cosworth; 2 : carbon fibre front brake discs (cast iron discs are also sometimes used); 3 : dashboard, showing the turbo boost pressure control; 4 : Bosch Motronic electronic fuel injection systems, one for each bank of cylinders; 5 : oil radiator; 6 : water radiator; 7 : heat exchanger; 8 : ducting to take the air from the intercooler; 9 : turbocharger air intake; 10 : KKK turbo; 11 : sidepod "running board," smaller than on the McLaren-Cosworth; 12 : quick-fill refuelling nozzle; 13 : the only indication of the engine's Porsche manufacture is this plate on the air box; 14 : turbocharger waste-gate; 15 : twin ignition system; 16 : pneumatic boost pressure control system; 17 : transverse rear suspension strengthener; 18 : long exhaust pipes pointing upwards; 19 : strengthened rear suspension, as seen for the first time at Silverstone.***




## RENAULT

RE40/06 : Alain Prost (F)
RE40/04 : Eddie Cheever (USA)
RE40/03 : T-car




The "05" chassis was back in circulation, having been repaired after the accident at Zandvoort. Prost preferred it to the 06 which he had used at Monza but suspected of having a fault in the engine installation leading to the failure which caused his retirement. The engines which were thought to be faulty have all been bench-tested, coming through with flying colours. They are now going to be checked to see if the water scavenging is at fault, this problem being particularly difficult to observe: it is believed to have been the cause of some engine failures earlier this summer on the Lotus-Renaults.

Having broken a turbo at Monza, Prost claimed that "all the necessary precautions have now been taken," although this hardly explains exactly what has been done. The tank for the water injection system on Cheever's car is now made of carbon fibre instead of aluminium. Prost and Cheever took it in turns during the Friday untimed session to test the team's Ferrari-style rear wing with "eared" side extensions: they both used this type of wing for the rest of the weekend.

## SPIRIT-HONDA

201C/6 : Stefan Johansson (S)
201C/4 : T-car
101/1 : T-car

The new purpose-built F1-spec 101/1 chassis has briefly been tested on the Brands short circuit. Johansson used it for a short period on Friday morning, but it was agreed that it needed more sorting out and was loaded into the truck. After that, the team concentrated on the F2-based 201C chassis, the "06" still having a longer wheelbase. The Spirit team has had no indication yet from Honda about plans for 1984, but TM John Wickham expects to be told before the South African GP.

## THEODORE-COSWORTH

183/18 : Roberto Guerrero (COL)
183/17 : T-car

One driver only, Johnny Cecotto having been stood down for reasons which we attempt to explain in *Paddocks*. Both chassis were fitted with small F2-type brake discs, without radial cooling slots, at the rear. To increase downforce, large front wings and a three-plane rear wing had been fitted.

# Cockpits

## TOLEMAN-HART

TG 183B/04 : Derek Warwick (GB)
TG183B/03 : Bruno Giacomelli (I)
TG183B/02 : T-car

The TG183Bs were set up aerodynamically for Brands with a specification very similar to that adopted for Detroit and Montreal: 3-plane rear wing, wide (150 cm) front nose to the limits allowed by the rules. This nose has not been seen since the North American races. Smaller front radiators were tried, without success, on Friday. Regular Hart 415T engines were used during practice by both drivers, but for the race they had the latest version, extensively modified with new turbos, pistons and cylinder heads. Brian Hart, most unusually, was not himself present.

## TYRRELL-COSWORTH

012/1 : Michele Alboreto (I)
012/2 : Danny Sullivan (USA)
011/4 : T-car

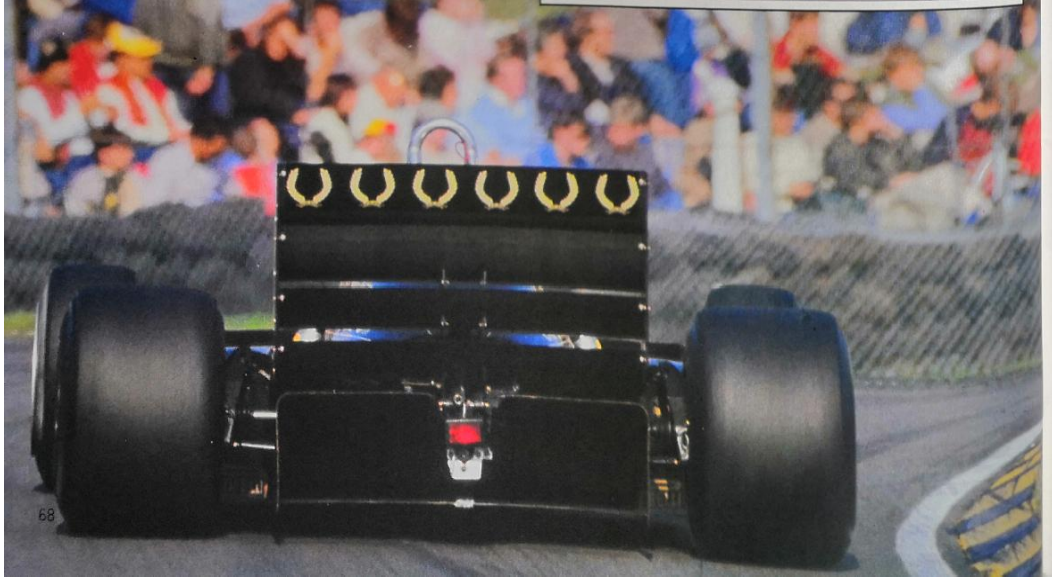
At last there was a second 012 chassis for Sullivan, Alboreto having used the first one since Zandvoort. A new, narrower rear suspension set-up had been tested at Donington, but although it had been designed to make the car easier to drive it was not used at the Kentish circuit. The rear wings for Brands gave more downforce, and the third plane was mounted almost vertically. After Sullivan broke an engine on Friday he had to switch, briefly, to the ageing 011 chassis. Alboreto only just scraped into the field, taking over Sullivan's newer chassis for the race after he had decided that it was quicker than his own.

## WILLIAMS-COSWORTH

FW08C/07 : Keke Rosberg (SF)
FW08C/08 : Jacques Laffite (F)
FW08C/06 : Jonathan Palmer (GB)
FW08C/09 : T-car
FW08C/02 : T-car

The Williams team had its hands full with four cars and three drivers, and with the factory concentrating on getting two Honda-engined FW09 turbocars ready for Kyalami there were no technical novelties. Rosberg has now tested at Donington, Silverstone, Snetterton and Brands "club" with the new car, which was very quick indeed (0.5s faster than Piquet's Brabham, 3.0s faster than the Spirit-Honda) on the same day at Snetterton. Nevertheless, the car was not considered ready to race at Brands because of a shortage of spares. On Friday morning Rosberg went off the road heavily between Dingle Dell and Stirlings, damaging his race car (which he's just bought!) and switching to the spare. Laffite did very little running on Friday because of a valve spring failure which caused an engine to blow up, and although he made a slight improvement to his times on Saturday he failed to qualify for a second consecutive race for reasons explained elsewhere in GPI (see *Extra, Extra*). It's worth noting that a completely fresh FW08C was built up overnight for Rosberg from the bits of his crashed car, using the "02" chassis which arrived in stripped-out bare monoque form on Friday at lunchtime.

***Seen here during a private test on September 15 at the Brands Hatch "Indy" club circuit, the new Williams FW09-Honda did not appear at the European GP. (photo: Townsend).***



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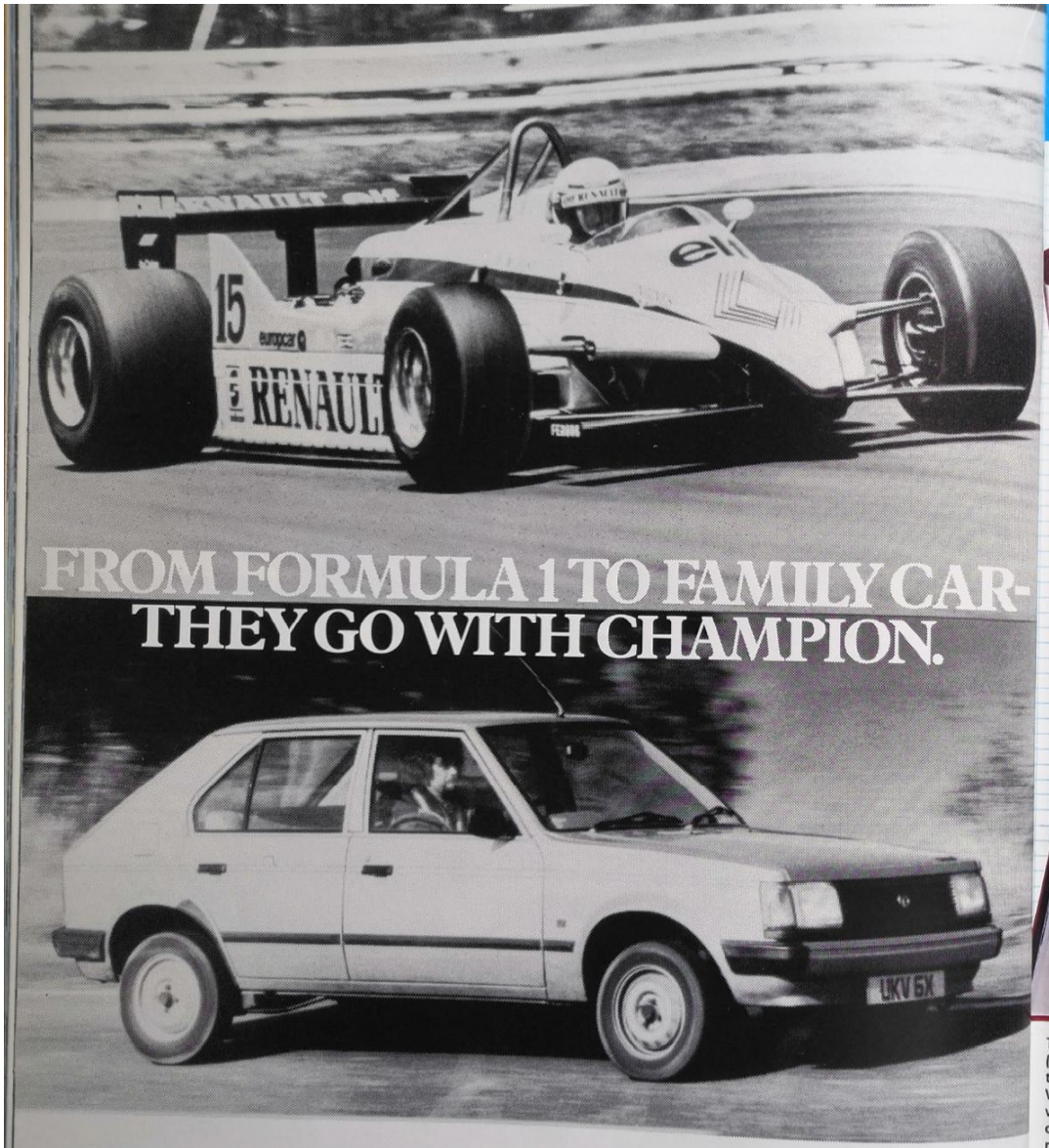


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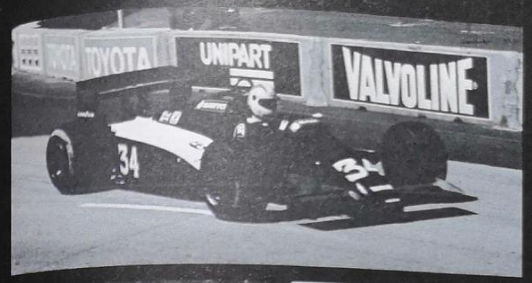

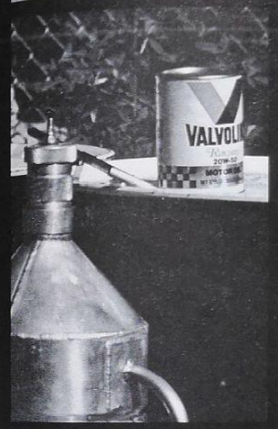

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